CITY OF REDLANDS
CITY COUNCIL
SUCCESSOR AGENCY

A G E N D A S

OCTOBER 4, 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

Recycled Paper

A G E N D A

The following information comprises the agenda for the regular meetings of the City Council of the City of Redlands and the Board of Directors of the Successor Agency of the former Redevelopment Agency 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 4, 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 labor negotiator - Government Code §54957.6
(Assistant City Manager McConnell)

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

2. 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 P.M.

D. **Reconvene City Council Meeting**

E. ***Invocation by Council Member Guzman-Lowery - 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 Control)

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 regular meeting minutes of September 20, 2022, and special meeting minutes of September 21,2022 (City Clerk Donaldson)

2. Approve recommendation for reappointment to the Municipal Utilities/Public Works Commission (Mayor Barich)

3. Authorize issuance of a proclamation proclaiming September 15, 2022 through October 15,2022 as Hispanic Heritage Month in the City of Redlands (Council Member Davis and Council Member Guzman-Lowery)

4. Adopt 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 (Council Member Davis)

5. Authorize 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 (Management Services/Finance Director Garcia)

6. Adopt Resolution 8388 to extend the City of Redlands' “Mills Act” program for an additional five years to November 30, 2027 (Development Services Director Desatnik)

7. Accept the grant award from the FY 2021 Homeland Security Grant Program, and approve an additional appropriation of $36,670 to the Police Department (Police Chief Catren)

8. Approve the Cooperative Agreement Time Extension with SBCTA for the Interstate 10/Alabama Street Improvement Project by two (2) years to December 31, 2024 (Municipal Utilities and Engineering Director Harris)

9. Adopt Resolution No. 8385 amending the City's Water Efficiency Rebate Program, an additional appropriation in the amount of $50,000 from the Water Fund; and determine that adoption of this resolution is exempt from environmental review in accordance with Section 15061(B)(3) of the State's guidelines implementing the California Environmental Quality Act (Municipal Utilities and Engineering Director Harris)

10. Approve the License Agreement with Juan Morales doing business as The Dog House for a hot dog food truck located at the City's Corporate Yard, 1270 W. Park Avenue, and determination that approval of the agreement is exempt from environmental review pursuant to Section 15301 of the State's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

11. Approve 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 (Assistant City Manager Boatman)

12. Approve the request to hold The Redlands Turkey Trot event hosted by Phoenix Hope International on November 24, 2022, within Sylvan Park and the surrounding area; authorize street closures related to the event; approve a request for in-kind support in the amount of $6,036 related to the event and determine that the approval of the request is exempt from environmental review pursuant to Section 15311(c) of the state's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

13. Approve the request for in-kind support for $5,554 related to the Downtown Redlands Artwalk event hosted by the Kid's Cures Foundation to be held on October 23, 2022; approve a request to close State and 5th Streets; authorize the request for the sale and consumption of alcoholic beverages in Ed Hales Park; and determine that the approval of the request is exempt from environmental review pursuant to Section 15311(c) of the state's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

J. **Communications**

1. Introduction to the creation of an Inclusionary Housing program, consideration of a sole source agreement with Keyser Marston Associates, Inc., for the completion of a financial evaluation and creation of an Inclusionary Housing program, and approval of additional appropriation in the amount of $50,400 (Development Services Director Desatnik)

K. **Public Hearings**

1. **APPEAL BY LOZEAU DRURY, LLP (APPELLANT) OF PLANNING COMMISSION APPROVAL OF A MIXED-USE DEVELOPMENT CONSISTING OF 131 APARTMENTS AND 3 COMMERCIAL BUILDINGS CALLED "CITY CENTER" ON A VACANT 3-ACRE SITE LOCATED AT 212 and BROOKSIDE AVENUE REDLANDS**

(Mayor to declare meeting open as a public hearing)

1. **PUBLIC HEARING** to consider an Appeal of the Planning Commission's approval for the following project entitlements for the City Center mixed use project.

a. Initial Study and Sustainable Communities Environmental Assessment adopted for the proposed City Center project.

b. Conditional Use Permit No. 1138 – Approval to construct a mixed-use development consisting of 131 apartments and three commercial buildings called the “City Center” on a vacant 3-acre site. The project site is located at 212 and 216 Brookside Avenue (APNs: 0171-211-11-0000 through 0171-211-21-0000, 0171-211-25-0000, and 0171-101-01-0000 through 0171-101-05-0000) in the C-3, General Commercial District.

c. Tentative Parcel Map No. 20475 – Approval to consolidate 17 parcels totaling 3.01 acres (net) and create two parcels for development purposes. Parcel One (1.68 acres) is the proposed location for the residential portion of the project located on the west side of the site. Parcel Two (1.33 acres) is the proposed location of the commercial/retail portion of the project located on the easterly side of the site. The subject property is located at 212 and 216 Brookside Avenue (APNs: 0171-211-11-0000 through 0171-211-21-0000, 0171-211-25-0000, and 0171-101-01-0000 through 0171-101-05-0000) in the C-3, General Commercial District.
(Development Services Director Desatnik)

2. Consideration of the proposed "The Grand" residential project by applicant Vantage One Real Estate Investments, LLC, located at the northeast corner of West Redlands Boulevard and Eureka Street.
(Mayor to declare meeting open as a public hearing)

PUBLIC HEARING to consider the following applications for the properties located at 200-206 West Redlands Boulevard (APNs: 0169-281-30-0000 and 0169-281-31-0000) in the Town Center - Historic (TC-H) District of the Downtown Specific Plan, and associated California Environmental Quality Act determination:

1. **City Council Resolution No. 8389**– Consideration of an Initial Study and Sustainable Communities Environmental Assessment document prepared for the proposed project in accordance with the California Environmental Quality Act.

2. **City Council Resolution No. 8391-(Amendment No. 23 to Specific Plan No. 45)** –A proposal to amend the development standards regulating building height in the Town Center (TC), Town Center – Historic (TC-H), and Service Commercial (SC) Districts of the Downtown Specific Plan (Specific Plan No. 45). The proposed amendment would allow the maximum building height to be four stories, while maintaining the overall maximum height limit of 55 feet.

3. **City Council Resolution No. 8390-(Commission Review and Approval No. 911 and Tentative Parcel Map No. 20175)** – A request for site plan approval and architectural design review for a proposal to construct a 145-unit multi-family apartment building four stories in height, including subterranean and surface level structured parking, courtyards, and common open space amenities, and a proposal to merge fourteen existing parcels into one 1.49-acre parcel for development purposes.

(Development Services Director Desatnik)

3. PUBLIC HEARING to consider Resolution No. 8392 to adopt the Amended 6th Cycle 2021-2029 Housing Element (General Plan Amendment No. 144) (Development Services Director Desatnik)

(Mayor to declare meeting open as a public hearing)

L. **New Business**

1. Approval of the Employment Agreement between the City of Redlands and Charles M. Duggan, Jr. (Mayor Barich/Mayor Pro Tem Tejeda)

2. Consideration of a Side Letter of Agreement between the City and the Redlands Professional Firefighters Association (Assistant City Manager McConnell)

3. Consideration of Ordinance 2944 amending Title 13 (Public Services) Chapter 13.12 relating to water, sewer and solid waste charges and payments and determine 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 (Management Services/Finance Director Garcia)

4. Consideration of 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 No. FCS10252021ER, approve an additional appropriation of $180,535.38 related thereto, and make a determination that the project 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)

5. Consideration of an Operations and Maintenance Agreement with the San Bernardino California Transportation Authority for the City's maintenance and security obligations at the Downtown Station for the Redlands Passenger Rail Project and determine that approval of the agreement is not subject to environmental review pursuant to Section 15162 of the State's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

6. Consideration of Ordinance No. 2945, adding Chapter 13.67 to the Redlands Municipal Code relating to the establishment of regulations governing organic waste disposal and determination 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 (Assistant City Manager Boatman)

7. Consideration to implement the Downtown Market plan as recommended by the City Council subcommittee and determine that the event is categorically exempt from environmental review pursuant to Section 15311(c) (Assistant City Manager Boatman)

8. Consideration of 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; and additional appropriations of $160,000 in both revenue and expenses for FY 2022-23, and FY 2023-2024 (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 October 18, 2022.

O. **Successor Agency of the former Redevelopment Agency of the City of Redlands**

1. Call regular meeting of the Successor Agency Board of Directors to order.

2. Public Comment
(At this time, the Agency Board will provide an opportunity for the public to address them on any subject, within the jurisdiction of the Successor Agency of the former Redevelopment Agency of the City of Redlands, 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.)

3. Approve the regular meeting minutes of September 6, 2022 (Secretary Donaldson)

4. Adjourn Successor Agency Board of Directors' meeting
The next regular meeting of the Agency will be held on November 1, 2022.

If you challenge any proposed development entitlement listed on this agenda in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at or prior to this public hearing.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Goutam Dobey, of the Municipal Utilities and Engineering Department at (909) 798-7584 ext 2. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

(28 CFR 35.102-35.104 ADA Title II)

Any writings or documents distributed to a majority of the City Council regarding an open session agenda item less than 72 hours before this meeting are available for public inspection at the City Clerk's Office or at the dais of the City Clerk once the open session begins.

Staff reports or other written documentation relating to items referred to on the agenda are available at the A. K. Smiley Public Library, 125 West Vine Street, Redlands, California, and on the City's website referenced below.

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/Successor Agency Meeting **I. 1.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve regular meeting minutes of September 20, 2022, and special meeting minutes of September 21,2022 (City Clerk Donaldson)

MOTION:

I move to approve the regular meeting minutes of September 20, 2022, and special meeting minutes of September 21,2022.

Attachments

Regular Meeting Minutes of Sept. 20, 2022

Special Meeting Minutes of Sept. 21, 2022

MINUTES

Regular meetings of the City Council and the Redlands Financing Authority of the City of Redlands held in the Council Chambers, Civic Center, 35 Cajon Street, on September 20, 2022 at 5:00 P.M.

Present: Paul Barich, Mayor
Eddie Tejeda, Mayor Pro Tempore
Denise Davis, Council Member
Jenna Guzman-Lowery, Council Member
Mick Gallagher, Council Member

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

None forthcoming

CLOSED SESSION

City Attorney Abich Garcia announced Closed Session Item C-1 will not be considered tonight.

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

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

RECONVENE CITY COUNCIL MEETING

The meeting reconvened at 6:08 P.M. with an invocation by Mayor Pro Tem Tejeda followed by the pledge of allegiance to the American flag.

CLOSED SESSION REPORT

City Attorney Abich Garcia announced Closed Session Item C-1 was not considered tonight and there was no reportable action taken on Closed Session Item C-2.

PRESENTATIONS

Redlands Pet Adoption

Animal Control Officers Joseph Martinez and Kaitlyn Giroux introduced “Betty”, a two-year old female German Shepard who is available for adoption, along with thirty-seven other dogs, thirty-nine cats, one pig and one turtle at the Redlands Animal Shelter. Mr. Martinez informed the Council that seven dogs and eight cats have been adopted since the last regular City Council meeting.

Proclamation Adult Literacy Day

Mayor Barich presented a Proclamation declaring September 25, 2022 as Adult Literacy Day in the City of Redlands to Bill Hatfield, A.K. Smiley Public Library Board Of Trustees President, and Diane Shimota, Adult Literacy Coordinator. Adult Literacy Tutor Darcel Cannady and Adult Literacy Learner Briseiry Roque provided a brief presentation describing how their lives have been enriched through their participation in the program.

PUBLIC COMMENT

Council Thanks - Fernando Ramirez expressed his appreciation of the City's efforts to undertake improvement projects on Colton Avenue and the surrounding north side area, including tree trimming and sidewalk improvements.

Adult Literacy Program - Andy Hoder spoke of the great work being done through the Adult Literacy Program and the great rewards reaped. He urged the Council to keep the program properly funded.

CONSENT CALENDAR

Minutes

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the minutes of the September 6, 2022 regular meeting.

Vote: 5 - 0 Passed

Proclamation Adult Literacy Day

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the issuance of a Proclamation declaring September 25, 2022 as Adult Literacy Day in the City of Redlands.

Vote: 5 - 0 Passed

Resolution No. 8387 Remote Teleconference Meetings

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, Resolution No. 8387 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: 5 - 0 Passed

Resolution No. 8372 Conflict of Interest Code

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, Resolution No. 8372 amending the Conflict of Interest Code for the City, including adding new positions that must be designated and deleting positions that no longer make or participate in governmental decisions.

Vote: 5 - 0 Passed

Intergovernmental Purchase of Network Hardware

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the Intergovernmental Purchase of Network Hardware from Presidio in the amount of $102,390; and approved an additional appropriation of the same from the General Fund's Unassigned Fund Balance.

Vote: 5 - 0 Passed

At-Grade Crossing Maintenance Agreement

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the revised At-Grade Crossing Maintenance Agreement with the Southern California Regional Rail Authority.

Vote: 5 - 0 Passed

Orange Blossom Trail Phase 3 Contract Amendment

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the First Amendment to the Public Works Contract with Deark E&C, Inc. for the Orange Blossom Trail Phase 3 Project to extend the time for completion by one-hundred and ten (110) calendar days.

Vote: 5 - 0 Passed

New PO with SKC-West, Inc.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, to cancel the existing purchase order with Safe Environment Engineering for Wastewater Draeger Hydrogen Sulphide (H2S) Detector Tubes, and issue a new purchase order with SKC-West, Inc. for an amount not to exceed $30,000.

Vote: 5 - 0 Passed

HSIP Cycle 8 Emergency Vehicle Preemption System Project Amendment

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the First Amendment to the Public Works Contract with Baker Electric & Renewables LLC for the HSIP Cycle 8 Emergency Vehicle Preemption System Project to extend the time for completion by one hundred and fifteen (115) calendar days.

Vote: 5 - 0 Passed

Use of Firing Range Facilities

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the agreement between the City of Redlands and the County of San Bernardino for use of their weapons firing range facilities for an amount not to exceed $20,000.

Vote: 5 - 0 Passed

Alcohol Policing Partnership Grant Funds

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the agreement between the City and the Department of Alcoholic Beverage Control (ABC) concerning the distribution of an Alcohol Policing Partnership (APP) grant in the amount of $24,790; approved the additional appropriation of $24,790 in grant funds to the Police Department; and authorized the Chief of Police to sign and execute any agreements concerning the grant.

Vote: 5 - 0 Passed

Leica Geosystems Laser Scanner and Software

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the sole source purchase of a Leica Geosystems Laser Scanner and Software for the amount of $36,664.46. Obtaining this technology and capability will greatly enhance the department's ability to document crime scenes, an extremely important component in successful prosecutions and civil proceedings.

Vote: 5 - 0 Passed

Revel Big Bear Marathon Event

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously determined, by roll call vote, that approval of the request for the sale and consumption of alcoholic beverages on East San Bernardino Avenue at Dearborn Street during the Revel Big Bear Marathon is exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act; authorized the closure of East San Bernardino Avenue on the event dates; and approved the request for the sale and consumption of alcoholic beverages on East San Bernardino Avenue at Dearborn Street during the Revel Big Bear Marathon to be held on November 12, 2022.

Vote: 5 - 0 Passed

COMMUNICATIONS

Video Series Making Redlands a Better Place

Public Information Officer Baker presented a new video from the video series "Working for You: Making Redlands a Better Place." This month's video highlighted David Rabindranath, Homeless Solutions Coordinator. Filming and production work was provided by Cheryl Williams, Multimedia Production Coordinator.

League of California Cities Annual Conference Report

Council Member Davis announced it was her honor to attend the League of California Cities Annual Conference and Expo held September 7-9, 2021 in Long Beach. Meeting with colleagues from across the nation and the state was an invaluable experience, and she recommended the City consider also sending staff in the future. She enjoyed the Keynote Address delivered by Jill Ellis, Head Coach of the U.S Women's Soccer Team and participated in the following sessions, Climate Action Plans in Practice, Ending Poverty in California Cities, Defending Institutions: Promoting Civic Debate and Rejecting Personal Attacks, Creating More Equitable and Resilient Communities, Post Pandemic Mentorship for Women, and How Bias-Free Technologies Can Play a Role in Reimagining Policing.

NEW BUSINESS

CDBG Reprogramming

Development Services Director Desatnik presented the request to reprogram $343,776 in Community Development Block Grant (CDBG) funding from the Sylvan Park Restroom Project to the Joslyn Senior Center Rehabilitation Project. He clarified the Sylvan Park Restroom Project was still considered an active project but it would be funded through a different method.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Jenna Guzman-Lowery, the City Council unanimously authorized, by roll call vote, the reprogramming of $343,776 from the Sylvan Park Restroom Project to the Joslyn Senior Center Rehabilitation Project; and authorized staff to make any minor adjustments to reprogram any remaining funds from other CDBG activities to the Joslyn Senior Center Rehabilitation Project.

Vote: 5 - 0 Passed

COUNCIL MEMBER ANNOUNCEMENTS AND ACTIVITIES

Council Member Guzman-Lowery was pleased to attend the Building Resilient Communities event held at the Orton Center.

Council Member Davis participated in the Festival of Wellness event held at the University of Redlands, spoke to the RHS Compact Club and is looking forward to the upcoming Youth Council meetings, beginning in mid October, with over 30 students this year.

Mayor Pro Tem Tejeda met with ANCA representatives to discuss ways in which to promote and inform District 2 residents of the organization's mission.

Mayor Barich visited the Dog Park and requested an update of the rehabilitation work planned for the site. Assistant City Manager Boatman explained the process to renovate both dog parks would be about two months.

ADJOURNMENT

There being no further action required the meeting adjourned at 6:40 P.M. The next regular meeting of the City of Redlands City Council will be held on October 4, 2022.

REDLANDS FINANCING AUTHORITY

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 Redlands Financing Authority.

PUBLIC COMMENT

None forthcoming

Minutes

On motion of Vice Chair Tejeda, seconded by Board Member Davis, the minutes of the regular meeting of May 17, 2022, were unanimously approved by roll call vote.

Vote: 5 - 0 Passed

ADJOURNMENT

There being no further business, the Redlands Financing Authority adjourned at 6:41 P.M. The next regular meeting of the Agency will be held on January 17, 2023.

MINUTES

Special meeting of the City Council of the City of Redlands held in the Council Chambers, Civic Center, 35 Cajon Street, on September 21, 2022 at 5:00 P.M.

Present:	Paul Barich, Mayor Eddie Tejeda, Mayor Pro Tempore Denise Davis, Council Member Jenna Guzman-Lowery, Council Member Mick Gallagher, Council Member
Staff:	Charles M. Duggan, Jr., City Manager; Yvette M. Abich Garcia, City Attorney; Jeanne Donaldson, City Clerk; Janice McConnell, Assistant City Manager; Danielle Garcia, Management Services/Finance Director

Mayor Barich called the special meeting to order. The meeting was held via teleconferencing with Council Member Guzman-Lowery attending via phone at 5:04 P.M. and then attending in-person at 5:30 P.M. The Mayor explained that comments could be presented in-person, via Zoom, via cell phone or landline. He offered the public an opportunity to address them on any subject within the jurisdiction of the City Council which was not already scheduled on the agenda.

PUBLIC COMMENT

None forthcoming

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 6:56 P.M.

CLOSED SESSION REPORT

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

ADJOURNMENT

There being no further action required, the meeting adjourned at 6:57 P.M. The next regular meeting of the City of Redlands City Council will be held on October 4, 2022.

City Council/Successor Agency Meeting **I. 2.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve recommendation for reappointment to the Municipal Utilities/Public Works Commission (Mayor Barich)

MOTION:

I move to reappoint Steve Stockton and Chandrasekar Venkatraman to each serve second terms on the Municipal Utilities/Public Works Commission ending November 16, 2026.

RECOMMENDATION:

Pursuant to the Redlands Municipal Code, appointments to this board are made by the Mayor and approved by the City Council. Therefore, it is recommended by Mayor Barich that Steve Stockton and Chandrasekar Venkatraman be reappointed to each serve a second four-year term on the Municipal Utilities/Public Works Commission ending November 16, 2026.

DISCUSSION:

The first terms of Steve Stockton and Chandrasekar Venkatraman on the Municipal Utilities/Public Works commission will expire November 16, 2022. A public notice requesting interested residents to submit an application to the Municipal Utilities/Public Works Commission was issued in August. The public notice was 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. One new application was received and five applications from a previous posting were included for consideration. After reviewing all applications, Steve Stockton and Chandrasekar Venkatraman, who are both interested and eligible to serve second terms, were each recommended for reappointment to four-year terms ending on November 16, 2026.

The Municipal Utilities/Public Works Commission consists of seven members as follows:

- Thomas F. Breitkreuz
- David Garcia
- Robert Meals
- Adekunle Ojo
- Steve Stockton
- Zachary D. Travis
- Chandrasekar Venkatraman

ALTERNATIVES:

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

SUBMITTED BY:

Jennifer Macias, Management Analyst

REVIEWED BY:

Charles M. Duggan Jr., City Manager
Janice McConnell, Assistant City Manager

Attachments

Public Notice

Applications

City of

REDLANDS

Incorporated 1888
35 Cajon Street, Redlands, CA 92373
909-798-7510
www.cityofredlands.org

PUBLIC NOTICE

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

MUNICIPAL UTILITIES/PUBLIC WORKS COMMISSION - The Municipal Utilities/Public Works Commission serves in an advisory capacity to the City Council and advises and assists the Municipal Utilities and Engineering Director, City Manager and other city departments by providing citizen review and input concerning all aspects of the management and operation of public works projects and facilities, thereby providing a direct channel for utilization of the citizen expertise available in the community.

This Commission meets on the first Monday of even-numbered months at 4:00 p.m.

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

Deadline for filing applications is August 24, 2022.

Jennifer Macias, Management Analyst
Office of the City Manager
City of Redlands, California

08/10/2022

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

Municipal Utilities/Public Works Commission

Name Tim Healy

Address [redacted]

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

Email [redacted]

Occupation Operations Manager

Reasons for desiring to serve – relevant experience and qualifications:

I have been a Redlands resident for the last 24 years. My experience for the last 16 years has been in municipal and small water systems. Currently I am the operation manager for a small non-profit water/service company. The services provided are for water, trash-up, road repair, and snow plowing.

Signature Tim Healy Digitally signed by Tim Healy Date: 2021.10.27 11:18:25 -07'00' **Date** 10/27/2021

**** 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) Tim Collie
Operations Manager
EVMWD
Telephone [redacted]

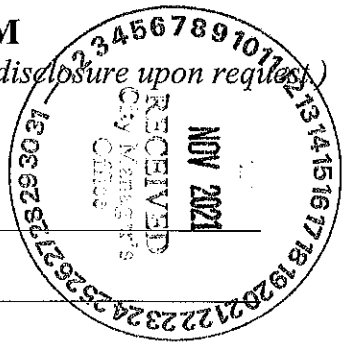
(2) Rubin Murrillo
WD Superintendent
EVMWD
Telephone [redacted]

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

Municpal Utilities/Public Works

Name Lisa DeLorme

Address [redacted]

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

Email [redacted]

Occupation Attorney

Reasons for desiring to serve – relevant experience and qualifications:

I have long been concerned with utilities and infastructure, having retired from for Southern California Edison Company after 22 years as an in-house attorney there. I would like to be involved in assuring that residents of Redlands enjoy the benefits of modern, efficient infastructure and utilities. I have been described by friends as an "infastructure geek."

Signature /s Lisa DeLorme **Date** Nov. 15, 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) Lindy Resnick
Clergy, Congregation Emanu El
[redacted]
Telephone [redacted]

(2) Andrew Christopherson
Grove School Principal
[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.

✓ 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.)



COMMISSION\BOARD APPLIED FOR
Public Works Commission

Name Richard Corneille,P.E.

Address [redacted]

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

Email [redacted]

Occupation Retired civil engineer

Reasons for desiring to serve – relevant experience and qualifications:

Former Redlands MUD Director 1986-1989

Consulting engineer on So. Ca. water & wastewater projects

Board Member of San Bernardino Valley WCD

Member of Utilities Advisory Commission-Vice Chair

Resident of Redlands for 44 years

Signature Richard Corneille **Date** 11/2/21

** 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) Jeffrey Waldron
[redacted]
Redlands
Telephone [redacted]

(2) Neal Waner
[redacted]
Redlands
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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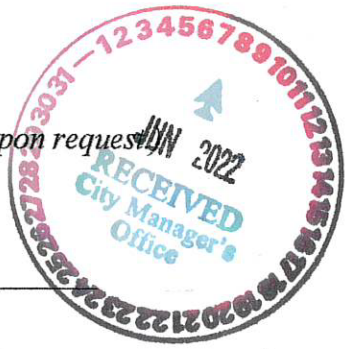
CITY OF REDLANDS
COMMISSION APPLICATION FORM

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



COMMISSION\BOARD APPLIED FOR

PUBLIC WORKS/UTILITIES COMMISSION

Name WILLIAM O. BAYNE

Address [redacted]

Telephone (Work) NONE (Cell / ~~Home~~) [redacted]

Email [redacted]

Occupation CIVIL ENGINEER

Reasons for desiring to serve – relevant experience and qualifications:

I AM A LICENSED CIVIL ENGINEER WITH A BROAD BACK-GROUND OF EXPERIENCE AS A CITY ENGINEER AND WORKING WITH FEDERAL, STATE AND COUNTY AGENCIES. TASKS HAVE INCLUDED INFRASTRUCTURE BUDGETS, PLANNING, DESIGN, CONSTRUCTION AND PROJECT FUNDING.

Signature William O. Bayne **Date** 6/8/22

** 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) MARIA FRASER
[redacted]
[redacted]
Telephone [redacted]

(2) RICHARD HERNANDEZ
[redacted]
[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.

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.)



COMMISSION\BOARD APPLIED FOR

Municipal Utilities / Public Works

Name Sarah Randall

Address [redacted]

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

Email [redacted]

Occupation _____

Reasons for desiring to serve – relevant experience and qualifications:

B.S in Sustainability Studies (2017) from UCR
I was raised in Redlands - went to Crafton, Clement, and Rev.
Redlands is my home and I want to use my education +
experience to better my community.

Signature Sarah Randall **Date** 8/21/2022

**** 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) Adrian Poloni
IERCD
Telephone [redacted]

(2) Migel Mendoza
CLC
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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✓ address confirmed

SarahJane Oyanib Randall Resume

[redacted]

EDUCATION

University of California, Riverside **September 2017**

Bachelor of Science Degree in Sustainability Studies

WORK EXPERIENCE

California Conservation Corps Inland Empire, California

Forestry Corps Crew Member, *October 2019 - August 2020*

- Achieved Cal Osha S-212 Wildland Fire Chainsaw Training Certification
- Facilitated team projects with project partners such as the Bureau of Land Management, Calfire,Caltrans, and the Forest Service
- Worked on Fuel reduction/reforestation projects around Riverside and San Bernardino counties
- Operated/handled tools and equipment (Woodchipper, chainsaw, hand tools)

American Conservation Experience (AmeriCorps) Dulzura, California

Trail Restoration Crew Member, *May 2019 - August 2019*

- Achieved Wilderness First Aid Certification, Adult, Child, & Infant Certification, Epinephrine Administration Certification
- Facilitated team projects with project partners such as the Bureau of Land Management, State and National Parks
- Harmful plant mitigation (Elimination of invasive species), fence installation, plant watering on Great Basin Dust Mitigation Project
- Habitat/Trail restoration (Brushing, trail repairing, mulching), Tool maintenance (Sharpening, polishing, rehandling)

Inland Empire Resource Conservation District Redlands, California

Forestry Assistant, *March 2021 - November 2021*

- Assisted Forestry Technician for Invasive Shothole Borer Project
- Utilized Arcgis systems to locate possible ISHB trap installation areas
- Utilized ipad to record ISHB presence through visual monitoring at parks
- Installed ISHB traps along Santa Ana Watershed and surrounding areas

LiveNation Devore, California

Guest Services, *2016 - 2021* ***Supervisor of Sustainability,*** *June 2021 – January 2022,* ***Sustainability Coordinator,*** *January 2022 - May 2022*

- Lead Sustainability department at Glen Helen Amphitheater
- Promote Sustainable policies, mitigate waste, improve waste diversion efforts at amphitheater

INTERNSHIP EXPERIENCE

Office of Sustainability at the University of California, Riverside

Analyst Intern, *July 2016 – August 2016*

- Facilitated a group of interns in devising the Integrated Waste Diversion Plan to lower the institution's carbon footprint to meet Carbon Neutrality Initiative; Analyzed data on the university's waste streams; Managed Social media platforms

99.1 KGGI

Intern, *2015 - 2015*

- Managed social media, produced ODM & Evelyn radio show, assisted in coordinating events such as the 1st I.E's Salsa Festival

LEADERSHIP EXPERIENCE

Highlander Associated Peoples' Ancestries organization at UCR (2016) **Founder & President**
National Society of Leadership and Success, also known as Sigma Alpha Pi at UCR (2016) **Social Events**
Coordinator

ACTIVITIES

Volunteer, Mentone Library, Mentone CA	January 2010 - January 2014
Volunteer, Redlands Community Hospital, Redlands CA	June 2012 - January 2014
Participant, UCR Summer Sustainability Program	August 2016
Volunteer, Sustainable Claremont, CA	January 2019 - Present
Volunteer, Riverside Food Rescue, Riverside CA	January 2019 - Present
Volunteer, Union Rescue Mission, Los Angeles CA	November 2019
Volunteer, Music Changing Lives, San Bernardino CA	March 2022
Volunteer, SocaltrashArmy, San Bernardino CA	March 2022

Summary of Skills

Computer: Adobe, Microsoft Office, Paint, Windows Live Movie Maker, ARCGIS
Languages: English, Tagalog (Limited), Spanish (Limited)
Medical: Wilderness First Aid Certified, Adult, Child & Infant CPR Certified,Epinephrine Administration Certified
Miscellaneous: Dewey Decimal System Comprehension, Music Sheet Comprehension, Photography, Solar Panel Installation, Video Production, Money management
Certifications Food Handler's Card, OSHA Wilderness Chainsaw certified

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
Municipal Utilities and Public Works

Name Stephen P. Stockton

Address [redacted]

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

Email [redacted]

Occupation Retired civil engineer

Reasons for desiring to serve – relevant experience and qualifications:
40 years municipal water operations and gov operations

Signature Stephen P. Stockton **Date** Aug 12, 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) Edward Serros

Telephone [redacted]

(2) Mark Cook

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.

✓ Address Verified

City Council/Successor Agency Meeting **I. 3.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Authorize issuance of a proclamation proclaiming September 15, 2022 through October 15,2022 as Hispanic Heritage Month in the City of Redlands (Council Member Davis and Council Member Guzman-Lowery)

MOTION:

I move to authorize issuance of a proclamation proclaiming Hispanic Heritage Month in the City of Redlands.

SUBMITTED BY:
Jennifer Macias, Management Analyst

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

Attachments

Hispanic Heritage Month - 2022

PROCLAMATION

Hispanic Heritage Month

WHEREAS, in September 1968, Congress authorized President Lyndon B. Johnson to proclaim National Hispanic Heritage Week, which was observed during the week including September 15th and 16th. Further, National Hispanic Heritage Week was expanded in 1988 by President Ronald Reagan to become Hispanic Heritage Month, beginning on September 15th and ending on October 15th; and

WHEREAS, the Hispanic population of the United States is now 62.1 million, constituting 18.7% of the total population; and

WHEREAS, Hispanics in the United States can trace their roots to Spain, Mexico and the Spanish-speaking nations of Central America, South America and the Caribbean; and

WHEREAS, there are over 4.6 million Hispanic businesses in the United States that contribute more than $800 billion to the economy; and

WHEREAS, more than one million Hispanics are currently serving in or are veterans of our armed forces; and

WHEREAS, more than 30% of residents of Redlands are of Hispanic origin; and

WHEREAS, from early land grants and the Lugonia Colony to the present, Hispanics in Redlands continue to contribute immeasurably to the growth and prosperity of the City;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Redlands does hereby proclaim the period of September 15 through October 15, 2022 as ***Hispanic Heritage Month*** in the City of Redlands and encourages all residents to support activities that develop understanding and enjoyment of Hispanic heritage, culture, art and music.

IN WITNESS WHEREOF, we hereunto affix our signatures and Official Seal of the City of Redlands on this 4th day of October, 2022.

Paul T. Barich, Mayor

Eddie Tejeda, Mayor Pro Tem

Denise Davis, Council Member

Jenna Guzman-Lowery, Council Member

Mick Gallagher, Council Member

Attest:

Jeanne Donaldson, City Clerk

City Council/Successor Agency Meeting **I. 4.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Adopt 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 (Council Member Davis)

MOTION:

I move to adopt Resolution No. 8393.

DISCUSSION:

On September 20, 2022, the City Council adopted Resolution No. 8387 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 October 19, 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. 8389, the City Council is reaffirming its findings and compliance with AB 361 for an additional 30 days ending November 2, 2022.

SUBMITTED BY:
Council Member Denise Davis

Attachments

Reso. 8393 Teleconference Meeting

RESOLUTION NO. 8393

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 2, 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 4th 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 4th day of October 2022.

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Jeanne Donaldson, City Clerk

City Council/Successor Agency Meeting **I. 5.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Authorize 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 (Management Services/Finance Director Garcia)

MOTION(S):

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

I move that the City Council authorize 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.

RECOMMENDATION:

Staff recommends that the City Council authorize 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.

DISCUSSION:

Cal-ID/Identix is a sole source vendor that provides fingerprint identification services for law enforcement agencies in San Bernardino County. Cal-ID/Identix is responsible for monitoring and processing all fingerprints submitted by law enforcement agencies in San Bernardino County. The San Bernardino County Sheriff's Department is the authorized administrator of these services. Once the local fingerprinting process is complete, the records are electronically sent to the California Department of Justice (DOJ). The DOJ then enters them into a national database. This is the only system in place for monitoring, processing, and maintaining fingerprints.

The invoice amount is based on a flat rate of $1.18 per capita at a population estimate of 71,154, for a total of $83,961.72. There is no increase in the per capita rate from the previous fiscal year and only a slight increase in the estimated population compared to the previous year.

ALTERNATIVES:
Not applicable.

STRATEGIC PLAN:
Not applicable.

SUBMITTED BY:
Danielle Garcia, Management Services/Finance Director

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

REVIEWED BY:
Janice McConnell, Assistant City Manager
Christopher R. Catren, Chief of Police
Dana Abramovitz-Daniel, Procurment Manager

PREPARED BY:
Valerie Abrego, Administrative Assistant II

Fiscal Impact

Fiscal Year:	FY2023
Revenue Generating:	N
Appropriation Required Y/N:	N
Amount:	$83,961.72
Budgeted Y/N:	Y

Discussion:
There is no impact to the General Fund. Funding for this expense is included in the Fiscal Year 2022-2023 IT budget. Any subsequent increase in fees will be planned for during future budget preparations in the IT fund.

Attachments

FY 2022-23 Cal ID Renewal Invoice

SHANNON D. DICUS
SHERIFF-CORONER

INVOICE

DATE	INVOICE #
5/25/2022	21706

City of Redlands
Attn: Tina Kundig
PO Box 3005
Redlands, CA 92373-1505

PERIOD OF SERVICE	P.O. NO.
FY 22/23	22210888

DESCRIPTION	POPULATION	RATE PER CAPITA	AMOUNT
CAL-ID Assessment Fee	71,154	1.18	83,961.72

See Attached Detail

Total	$83,961.72
Pymts/Credits	$0.00
Balance Due	$83,961.72

PLEASE MAKE REMITTANCE PAYABLE TO:

San Bernardino County Sheriff's Department
Administrative Services Division
Attn: Accounts Receivable
PO Box 569
San Bernardino, CA 92402-0569

REFER QUESTIONS TO CONTRACT BILLING AT (909) 387-3644.

February 2, 2022

Chief Chris Catren
Redlands Police Department
30 Cajon Street
Redlands, CA 92373

Dear Chief Catren,

The CAL-ID Telecommunications Network was established in 1985 as a statewide system to transmit and access fingerprint data between local agencies and the California Department of Justice. San Bernardino CAL-ID was established soon after to utilize the state network and provide fingerprint services to San Bernardino County and its municipalities. Budgeting and oversight of San Bernardino CAL-ID is through the San Bernardino County Remote Access Network (RAN) Board. Composition of the RAN Board is determined by Penal Code section 11112.4.

Member-agencies of CAL-ID (also known as the San Bernardino Biometric Identification Network) not only receive fingerprint enrollment and searching services, they also receive additional identification services such as live scan, mobile ID, facial recognition, iris enrollment and DNA.

Each year, member-agencies of San Bernardino CAL-ID / Biometric Identification Network are invoiced for their portion of the City Assessment Fees that help fund CAL-ID. City Assessment Fees are calculated on a per capita basis, and based upon population estimates published annually by the California Department of Finance. Enclosed is a table of the most current estimates, along with the corresponding fees for each CAL-ID member-agency. Your municipality will be billed after July 1, 2022 by the San Bernardino County Sheriff's Department's Bureau of Administration, who manages fiscal operations for San Bernardino CAL-ID.

If you should have any questions regarding the assessment fee for your municipality, or about any of the services CAL-ID provides, please do not hesitate to contact me directly at (909) 890-5042, or by email at aanolin@sbcsd.org.

Sincerely,

Albert Anolin, Lieutenant
San Bernardino County Sheriff's Department
Project Manager for San Bernardino CAL-ID

SAN BERNARDINO COUNTY CAL-ID
ASSESSMENT FEE TABLE
FY 2022-2023

City Name	Total Population [1]		Percent Change	2021/22 Assessment Fee (at $1.18 per capita [2])	2022/23 Assessment Fee (at $1.18 per capita [3])
	1/1/2020	1/1/2021			
Adelanto	35,652	35,147	-1.4	$41,460.48	**$41,473.46**
Apple Valley	74,331	74,350	0.0	$86,687.52	**$87,733.00**
Barstow	24,315	24,205	-0.5	$28,497.00	**$28,561.90**
Big Bear Lake	5,192	5,189	-0.1	$6,443.98	**$6,123.02**
Chino	89,115	88,184	-1.0	$105,998.22	**$104,057.12**
Chino Hills	82,846	82,661	-0.2	99,549.52	**$97,539.98**
Colton	54,051	54,198	0.3	$64,181.38	**$63,953.64**
Fontana	211,519	213,944	1.1	$250,252.04	**$252,453.92**
Grand Terrace	12,408	12,399	-0.1	$14,931.72	**$14,630.82**
Hesperia	95,834	96,053	0.2	$113,707.16	**$113,342.54**
Highland	55,211	55,060	-0.3	$65,818.04	**$64,970.80**
Loma Linda	24,609	24,895	1.2	$28,715.30	**$29,376.10**
Montclair	39,501	39,598	0.2	$46,684.34	**$46,725.64**
Needles	5,382	5,353	-0.5	$6,000.30	**$6,316.54**
Ontario	180,788	182,004	0.7	$210,356.24	**$214,764.72**
Rancho Cucamonga	175,052	175,131	0.0	$211,706.16	**$206,654.58**
Redlands	71,164	71,154	0.0	$84,770.02	**$83,961.72**
Rialto	102,813	102,567	-0.2	$126,579.78	**$121,029.06**
San Bernardino	217,935	216,291	-0.8	$258,694.94	**$255,223.38**
Twentynine Palms	28,850	29,967	3.9	$34,170.44	**$35,361.06**
Upland	78,769	78,513	-0.3	$92,607.58	**$92,645.34**
Victorville	127,518	127,170	-0.3	$149,320.74	**$150,060.60**
Yucaipa	55,674	55,634	-0.1	$64,715.92	**$65,648.12**
Yucca Valley	22,306	22,330	0.1	$26,019.00	**$26,349.40**
Balance of County	304,589	303,912	-0.2	$368,931.72	**$358,616.16**
TOTALS:	2,175,424	2,175,909	0.0	$2,586,799.54	$2,567,572.62

[1] - Population statistics received from the California Department of Finance, E-1 Population Estimates for Cities and Counties — January 1, 2020 and 2021, dated May 7, 2021

[2] - Based on Population statistics from 2020's E-1 Estimates

[3] - Based on most recent population estimate as indicated

City Council/Successor Agency Meeting **I. 6.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Adopt Resolution 8388 to extend the City of Redlands' “Mills Act” program for an additional five years to November 30, 2027 (Development Services Director Desatnik)

MOTION(S):

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

I move that the City Council adopt Resolution No. 8388 to extend the City’s Mills Act program for an additional five years.

RECOMMENDATION:

On August 4, 2022, the Historic & Scenic Preservation Commission adopted a resolution recommending that the City Council extend the Mills Act Program for an additional five years to November 30, 2027.

DISCUSSION:

A) Background

City of Redlands Mills Act Program: On November 20, 2012, the City Council adopted Resolution No. 7225 establishing a Mills Act pilot program for five years (Resolution No. 7225). The City Council extended the program for an additional five years in October 2017 (Resolution No. 7796) and made further minor revisions to the program in April 2019 (Resolution No. 7947). 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.

The Mills Act: The Mills Act was enacted by the State in 1972 and is intended to encourage preservation of historically significant properties by allowing a property owner to receive property tax relief in exchange for rehabilitating, preserving, and maintaining a historic property (rather than demolishing or significantly modifying the property). The Mills Act allows local governments to enter into binding contracts with owners of qualified historic properties. The City has determined that qualified historic property eligible for the program includes those locally designated as a historic resource or landmark, or are a contributing structure to a locally designated historic district, or have been designated as a County Landmark, State Landmark, State Point of Historical Interest, National Historic Landmark, or are listed on the California and/or National Register. The agreement provides a reduction of property taxes in exchange for the continued preservation of the property.

Mills Act contracts generally result in a reduction of property taxes of 20 to 60 percent for each assessed property for the standard ten year contract. The impact of the Mills Act on a property's assessment can vary, depending on the date the property was purchased. For example, properties purchased before the passage of Proposition 13 in 1978 are unlikely to receive a reduction, as they are already determined to be at baseline threshold values under the State's taxation and revenue code. More recently purchased properties would receive the greatest reductions.

One hundred percent (100%) of the money saved on taxes must be used in maintaining and restoring the property. The agreement runs for ten years and can renew annually each year thus extending the agreement term unless a notice of cancelation is filed by the owner. The property value and property taxes are recalculated by the County Tax Assessor. The loss of tax revenue is shared between applicable agencies that receive the taxes.

B) Eligibility and Program Guidelines

The Mills Act pilot program limits the annual number of contracts to seven (7) per calendar year. This will include a maximum of five (5) contracts for residential properties and a maximum of two (2) non-residential properties. The City Council amended the eligibility guidelines in 2017 and 2019, so there is no limit on the maximum assessed valuation of the property to apply for a Mills Act contract.

To be eligible for the program property owners must demonstrate the following:

- A single family residence;
- Located entirely within the City of Redlands;
- Privately owned;
- Not exempt from taxation; and,
- Listed in any National, State, or city official register of historical or architecturally significant sites, places, or landmarks

Applications may be filed throughout the calendar year. Approved contracts require that an annual report be filed by July 31 each year that summarizes the progress made on the contract's Ten-year Work Plan and specifying any amendments requested to the contract.

Presently, the Development Services Department Director or designee reviews all applications and proposed contracts. If a contract is approved by the City Council, then the contract is recorded on the property by the San Bernardino County Recorder and a copy provided to the County Assessor's Office. In addition, a written notice is provided to the State Office of Historic Preservation.

The County Assessor will then determine the new assessed value for the subject property according to a capitalization of income method for a ten-year term, whereby the property's income is divided by a predetermined capitalization rate.

If a property is sold, the contract is transferred to subsequent owners for the contract duration, and all contract provisions remain. If a property owner (or subsequent owner) defaults on the conditions of a contract, the City can cancel the contract, and the owner could be subject to a cancelation fee equal to 12.5% of the full value of the property and payable to the state controller.

C) Current Mills Act Contracts

Since the program's adoption, the City has entered into seven (7) Mills Act contracts with property owners of residential properties, including one in 2022. The Planning Division has also recently received two inquiries about the Mills Act application process. A lack of community awareness of the benefits of the program may be contributing to the under-utilization of the program. Additionally, the program has varying levels of tax benefits (based on the date of purchase of the property) and may not provide a substantial benefit to incentivize interested property owners.

D) Program Status

Since establishing the Mills Act program in 2012 and subsequent extension in 2017, its popularity has been limited. However, it remains a valuable tool in the City's historic preservation program and represents Redlands' commitment to preserving and maintaining its historic and cultural resources.

In evaluating the program, staff has identified a need to increase awareness of the Mills Act program to boost the program's popularity and utilization, by promoting the benefits it can provide for historic preservation. The Planning Division has created an entire webpage devoted to promoting and explaining the program (https://www.cityofredlands.org/post/mills-act-program). Additional items or tasks can be implemented to further promote the program, such as:

- Create online PDF pamphlets for the website.
- Hold informational community outreach meetings, when requested, to educate and promote the public on the benefits of the Mills Act program.
- Raise awareness through local historic preservation events.
- Provide recognition to successful historic preservation efforts which resulted from implementation of the Mills Act.
- Promote eligibility for the Mills Act as a benefit of Historic Designation.

ALTERNATIVES:

If the City Council does not extend the Mills Act program before November 7, 2022, then the city's local program will expire and no new Mills Act contracts may be approved within the City of Redlands.

STRATEGIC PLAN:

The proposal is consistent with Quality of Life, Strategic Objective No. 3, "Historic Preservation and Small Town Feel."

SUBMITTED BY:
Brian Desatnik, Development Services 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:
Brian Foote, City Planner/Planning Manager

Fiscal Impact

Fiscal Year:	22-23
Revenue Generating:	No
Appropriation Required Y/N:	No
Discussion:	

The current filing fee is $480.00 for a Mills Act Contract Application and reimburses staff time for processing the application. The local Mills Act program will result in an impact to the General Fund in the form of a loss to property tax revenues (i.e., property taxes not generated by the participating properties). Typical savings to participating properties is several thousand dollars annually (however, 100% of the property tax reduction must be reinvested in the subject property within Redlands through the owner's maintenance and preservation work). Also, several hours of staff time is necessary to review the required annual reports for each contract as well as reviewing progress on the ten-year preservation plans for each property. Additional new Mills Act contracts in the future will impact future City revenues, and the cumulative loss may increase as more contracts are approved.

Attachments

Attachment A - Resolution 8388

RESOLUTION NO. 8388

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS EXTENDING A PROGRAM TO IMPLEMENT THE "MILLS ACT" HISTORIC PROPERTY TAX INCENTIVE PROGRAM

WHEREAS, the City Council of the City of Redlands ("City Council") is dedicated to providing economic and other incentives to assist owners of historic properties with the preservation, rehabilitation, restoration, and/or reconstruction of such properties; and

WHEREAS, as set forth in the Land Use and Historic and Scenic Preservation elements of the Redlands General Plan, the City Council has recognized the importance of conserving and safeguarding the City's cultural, architectural, and historical resources that contribute to the special and unique character of the City; and

WHEREAS, the City Design and Preservation Element of the City's General Plan establishes goals and policies for the City which:

- Identify, maintain, protect, and enhance Redlands' cultural, historic, social, economic, architectural, agricultural, archaeological, and scenic heritage.

- Provide incentives wherever possible to protect, preserve, and maintain the City's heritage.

- Encourage retention of the character of existing historic structures and urban design elements that define the built environment of the City's older neighborhoods.

- Encourage retention of historic structures in their original use or reconversion to their original use where feasible, or adaptive re-use where original use is no longer feasible.

- Provide incentives to encourage preservation of large historic structures and conversion to multi-family housing if preservation of original use is an economic hardship.

- Establish guidelines and incentives for appropriate adaptive reuse of historic structures.

- Ensure that permanent changes to the exterior or setting of a designated historic resource are in keeping with the intent of the General Plan by requiring a Certificate of Appropriateness for such changes.

- Encourage appropriate adaptive reuse of historic resources in order to prevent disuse, disrepair, and demolition, taking care to protect surrounding neighborhoods from disruptive intrusions.

- Encourage the use of tax credits, donated easements, and other fiscal incentives for preservation; and

WHEREAS, the "Mills Act" (Government Code section 50280 et seq.) authorizes cities to enter into contracts with the owners of qualified historical properties which are defined as properties that are not tax exempt and which are either (1) listed in the National Registration of Historic Places or located in a registered historic district, as defined in Section 1.191-2(b) of Title 22 of the Code of Federal Regulations, or (2) listed in any state, county or city local register of historical or architectural significant sites, places or landmarks; and

WHEREAS, at its regularly scheduled meeting of November 1, 2012, the City's Historic and Scenic Preservation Commission reviewed the City's proposed Mills Act program and recommended that the City Council approve the program as described in this Resolution; and

WHEREAS, at its regularly scheduled meeting of November 20, 2012, the City Council adopted Resolution No. 7225 approving and initiating the Mills Act program for a period of five years; and

WHEREAS, at its regularly scheduled meeting of October 5, 2017, the City's Historic and Scenic Preservation Commission reviewed a proposal to extend the Mills Act program and recommended that the City Council extend the program; and

WHEREAS, at its regularly scheduled meeting of November 7, 2017, the City Council adopted Resolution No. 7796 amending and extending the Mills Act program for a period of five years until November 7, 2022; and

WHEREAS, at its regularly scheduled meeting of April 16, 2019, the City Council adopted Resolution No. 7947 amending and extending the Mills Act program until November 7, 2022, and rescinding Resolution No. 7796; and

WHEREAS, at its regularly scheduled meeting of August 4, 2022, the City's Historic and Scenic Preservation Commission reviewed a proposal to again extend the Mills Act program and recommended that the City Council extend the program for an additional five years; and

WHEREAS, the City Council finds and determines that extension of the Mills Act program will implement the policies of the Redlands General Plan by providing a significant economic incentive for owners of historic residences and various other properties to participate in the rehabilitation, restoration, preservation, and maintenance of their historic properties.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS AS FOLLOWS:

Section 1. The City Council hereby affirms and extends the City's program implementing the Mills Act from the effective date of this Resolution through November 30, 2027. To limit the fiscal impact of the Mills Act program on the City, no more than seven (7) Mills Act contracts will be entered into per calendar year; with a maximum five (5) contracts for residential properties, and a maximum of two (2) contracts for non-residential properties.

Section 2. The property owner shall be required to use one hundred percent (100%) of

the Mills Act program property tax savings to finance the preservation, maintenance, and improvements of the qualified historic property as specified in the Mills Act contract.

Section 3. The procedures and qualifying criteria for approval of historical property contracts for historical properties are as follows:

A. Application Filing: Any person owning a qualified historic residential, property may file an application for an historical property contract with the Development Services Department. The application shall be made on the form provided by the department and submitted with the application fee, and such documentation, information, and photographs as may be required by the department evidencing qualities and characteristics of the property for which the historical property contract is requested, and a description of, and timeframe for, proposed improvements to the property.

B. Criteria for Mills Act Contract: A Mills Act contact will be approved only if all the following criteria are satisfied:

(i). The property meets the eligibility requirements for a Mills Act contract pursuant to California Government Code Section 50280.1 in that the property is a qualified historic property is a property listed on any federal, state, county, or city register, including the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, State Points of Historical Interest, and locally designated landmarks.

(ii). Significant features that define the historical character of the property, and its buildings have not been destroyed or can be restored based on documentary, physical, or pictorial evidence; and

(iii). The owner of the property proposes to make significant improvements to the property that will not impact the architectural, historical, or aesthetic integrity of the property; and

(iv). The property is wholly located within the City of Redlands, is privately owned, and is not exempt from property taxation.

C. Review of Work Plan: The Historic and Scenic Preservation Commission shall review the ten (10) year work plan submitted with the Mills Act application and make a recommendation of such plan and the application to the City Council.

D. Preparation of Historical Property Contract: Upon receipt of a complete application for a property meeting the above criteria, the City Manager, or his or her designee, shall assist the property owner in preparing a draft historical property contract and agreement conditions, and an example of tax savings. The City Attorney shall review the proposed contract to ensure it conforms to federal, state, and local law.

E. City Council Approval: Prior to contract recordation, the City Council shall review

and approve the contract and 10-year work plan.

F. Contract Recordation: Upon approval and execution of a Mills Act contract, the City Clerk shall submit a copy of the contract for recordation to the San Bernardino County Recorder and the County Assessor's Offices. Written notice of approval of the contract shall also be provided to the State Office of Historic Preservation.

G. Periodic Review of Contract: The City Manager, or his or her designee, will conduct an annual review of all Mills Acts contracts and inspect the properties subject to the contracts to determine the property owners' compliance with such contracts. The owner of the property shall provide the City with an annual written report, with photo documentation, describing the improvements completed during the preceding year, and a copy of all receipts for improvements to verify total costs expended during the preceding year.

F. Cancellation of Contract: No Mills Act contract shall be cancelled without compliance with Government Code Section 50280 et seq., including proper notice and noticing of a public hearing.

Section 4. The City Council has determined that adoption and extension of the City's Mills Act Historic Property Tax Incentive Program will have no potential for causing a significant effect on the environment, and therefore, pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15061, is not subject to CEQA.

Section 5. This Resolution shall become effective upon adoption. Resolution No. 7947 of the City Council of the City of Redlands is hereby rescinded.

Section 6. The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

ADOPTED, SIGNED AND APPROVED this 4th 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 special meeting thereof held on the 4th day of October, 2022.

AYES:
NOES:
ABSENT:
ABSTAINED:

_____
Jeanne Donaldson, City Clerk

City Council/Successor Agency Meeting **I. 7.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Accept the grant award from the FY 2021 Homeland Security Grant Program, and approve an additional appropriation of $36,670 to the Police Department (Police Chief Catren)

MOTION(S):

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

I move to accept the grant award from the FY 2021 Homeland Security Grant Program, and approve an additional appropriation of $36,670 to the Police Department.

RECOMMENDATION:

Staff recommends that Council accept the grant award from the FY 2021 Homeland Security Grant Program, and approve an appropriation of $36,670 to the Police Department.

DISCUSSION:

In March 2021, the Police Department applied for grant funds from the FY 2021 Homeland Security Grant Program (HSGP) in the amount of $36,670. The requested funds will be used to add security measures to the Emergency Operations Center (EOC) in order to better secure the building that currently serves as the police department and dispatch center. The project is needed to protect the critical infrastructure and assets from a potential security breach. The project will include the installation of secure fencing and screening to ensure the public can not enter or see into the area, as well as the building of a proper kennel area for the department's bomb/arson K-9.

ALTERNATIVES:

Do not accept the grant award, or approve additional appropriation in the amount of $36,670.

STRATEGIC PLAN:

Not applicable

SUBMITTED BY:
Christopher R. Catren, Chief of Police

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

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

PREPARED BY:
Rachel Tolber, Commander

Fiscal Impact

Fiscal Year:	FY22-23
Revenue Generating:	No
Appropriation Required Y/N:	Y
Amount:	$36,670
Budgeted Y/N:	N

Discussion:
There will be no fiscal impact to the General Fund.

Attachments

Authorization to Spend Letter
Subrecipient Application Workbook
Additional Appropriation HSG

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

Daniel Muñoz
Deputy Executive Officer

August 29, 2022

TO: **CITY/TOWN GRANT PROGRAM MANAGER**

SUBJECT: **FY2021 HOMELAND SECURITY GRANT PROGRAM (HSGP) AUTHORIZATION TO SPEND**

The California Governor's Office of Emergency Services has approved your FY2021 HSGP project(s). As of the date of this letter, you are authorized to make expenditures using FY2021 Homeland Security Grant Program (HSGP) funds.

Be aware that your project allocation amount may have changed. Take note of the amount located on the attached project worksheet. Should you need to submit a modification request to change your project in any way, including increasing the quantity of items, please do so as soon as possible. The next deadline to submit modification requests is 9/30/22.

During the procurement process, please make sure to follow grant guidelines and requirements. Procurement may not begin on projects requiring an Environmental Historic Preservation or other type of pre-approval, as indicated on the attached project worksheet, until requests are submitted and approval has been obtained.

Please note the following:

1. **First Milestone Deadline**: All projects should be 30% completed by **12/31/22.**

2. **Modifications**: All project changes require pre-approval from Cal OES prior to incurring any costs. Modification requests are due quarterly. Refer to the FY21 Grant Deadlines for submission dates. The scope of work on projects identified as National Priority projects cannot be modified. Changes in quantities on National Priority projects must have FEMA approval.

3. **Procurement**: General procurement standards with open competition must be followed for all federal grant expenditures, according to 2 C.F.R. § 200.318-200.323. Copies of three (3) quotes/bids must be submitted with reimbursement requests.

4. **Noncompetitive Procurement:** Documentation of entity procurement policies must be submitted with reimbursement requests for all noncompetitive procurement. Purchases over $250,000 will require pre-approval from Cal OES prior to procurement, following up with your governing board or council, if applicable. A cost benefit analysis is required with noncompetitive procurement requests.

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

5. **SAMS Verification**: A print-out of the SAM.gov vendor verification report must be printed *prior to* procurement for all vendor/contractors and must be submitted with reimbursement requests. *Note: Vendor registration in SAM.gov is not required. However, the vendor must not be debarred or restricted from receiving federal funds, which will appear in your vendor verification report if the vendor has restrictions.*

6. **Performance Bond:** A performance bond is required for any equipment item over $250,000, **or** any vehicle, aviation, or watercraft, regardless of the cost.

7. **Audit Requirements:** This subaward is subject to all provisions of 2 C.F.R Part 200, Subpart F – Audit Requirements. Any funds received in excess of current needs, approved amounts, or those found owed as a result of a final review or audit, must be refunded to the State within 30 days upon receipt of an invoice.

Refer to the grant guides for additional procedures and requirements.

If you have any questions, please feel free to contact the Grant's Unit at (909) 388-5832.

Sincerely,

DANIEL MUÑOZ, Deputy Executive Officer
San Bernardino County
Office of Emergency Services

DM/ts

Attachments

FISCAL YEAR 2021
Homeland Security Grant Program
CFDA 97.067

Subrecipient Application Workbook

Funding Provided by
California Governor's Office of Emergency Services
(Cal OES)

Through Funding Distributed by
The United States Department of Homeland Security (DHS)
Federal Homeland Security Grant Program Agency

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INTRODUCTION

The State Homeland Security Grant Program (HSGP) is designed to secure and provide the nation with the capabilities required across the whole community to prevent, protect against, mitigate, respond to, and recover from acts of terrorism. The Homeland Security Grant Program is one tool among a comprehensive set of federal measures administered by Cal OES to help strengthen the state against risks associated with potential terrorist attacks. San Bernardino County Office of Emergency Services is a subgrantee of the HSGP and oversees the administration of grant funds for San Bernardino's Operational Area. All grant requirements are located in Federal Notice of Funding Opportunity (NOFO), FEMA's Preparedness Grant Manual (located on FEMA's website) and the California State Supplemental to the NOFO (located on the Cal OES website under Grant Management). **Applicants should thoroughly read these manuals prior to submitting their applications.**

GRANT PURPOSE

The purpose of the Fiscal Year 2021 Homeland Security Grant Program (FY21 HSGP) is to support comprehensive Homeland Security Grant Programs at the local level and to encourage the improvement of mitigation, preparedness, response, and recovery capabilities for all terror-related hazards. Cal OES has accepted, approved, and awarded this grant and will continue providing support to the San Bernardino County Operational Area's efforts to implement the objectives and strategies of the Homeland Security Grant Program. HSGP subrecipients are encouraged to consider projects that fall into National Priority Investment Justification areas to meet the County and State's requirements for the National Priority 30% criteria. Information regarding National Priority Investment Justifications can be found in the FEMA Preparedness Grants Manual, the NOFO and the California State Supplemental to the NOFO. National Priority Investment Justifications are:

- Enhance Intelligence and Information Sharing and Cooperation with Federal Agencies, including DHS 5%
- Enhance the Protection of Soft Targets/Crowded Spaces, (including election security) 5%
- Enhance Cybersecurity (including election security) 7.5%
- Address Emergent Threats 5%
- Combating Domestic Violent Extremism 7.5%

USE OF FUNDS

Funds provided under the HSGP must be used to support local Homeland Security Grant Program activities that contribute to the San Bernardino County Operational Area's capability to prevent, prepare for, mitigate against, respond to, and recover from acts of terrorism.

ELIGIBLE JURISDICTIONS

The County and any City/Town or District in the Operational Area (OA) may apply upon the approval of the Approval Authority members.

GRANT CHANGES AND NEW REQUIREMENTS

The following key changes have been made to the FY21 HSGP:

- **Nationwide Cybersecurity Review (NCSR)**: All HSGP Grant recipients are required to complete an annual cybersecurity self-assessment as described in IB 439 and submit certification that they completed it to the County OES Grants Unit.
- **Investment Justifications**: Investment Justifications have changed to align with the National Priority investments.
- **Modifications on National Priority Projects:** The FY21 HSGP requires that a minimum of 30% of awarded funds must be allocated towards National Priority Investment Justifications for the County. Projects that have been identified as National Priority projects cannot be modified without FEMA approval. Therefore, scope of work modifications that change the investment justification category for National Priority projects are not permitted.

GRANT PROJECT CRITERIA

All projects are required to align with at least one of the six solution areas, five mission areas and the 32 core capabilities of the grant, as follows:

GRANT SOLUTION AREA:

1. Equipment
2. Training
3. Planning
4. Exercise
5. Organization
6. Management & Administration (OES only)

GRANT MISSION AREAS:

1. Prevention
2. Protection
3. Mitigation
4. Response
5. Recovery

CALIFORNIA HOMELAND SECURITY STRATEGY GOALS:

1. Enhance Information Collection, Analysis, and Sharing, in Support of Public Safety Operations Across California
2. Protect Critical Infrastructure and Key Resources from All Threats and Hazards
3. Strengthen Security and Preparedness Across Cybersecurity
4. Strengthen Communications Capabilities Through Planning, Governance, Technology, and Equipment
5. Enhance Community Preparedness
6. Enhance Multi-Jurisdictional/Inter-Jurisdictional All-Hazards Incident Catastrophic Planning, Response, and Recovery Capabilities
7. Improve Medical and Health Capabilities
8. Enhance Incident Recovery Capabilities
9. Strengthen Food and Agriculture Preparedness
10. Prevent Violent Extremism Through Multi-Jurisdictional/Inter-Jurisdictional Collaboration and Coordination
11. Enhance Homeland Security Exercise, Evaluation, and Training Programs

Applicants will be required to align each project to the solution area, mission area and strategy goals.

INVESTMENT JUSTIFICATIONS

1. Enhance Information and Intelligence Sharing and Cooperation with Federal Agencies, Including DHS **(National Priority)**
2. Enhance the Protection of Soft Targets/Crowded Places (**National Priority)**
3. Enhance Cybersecurity (including election security) **(National Priority)**
4. Address Emergent Threats **(National Priority)**
5. Combating Domestic Violent Extremism Through Enhanced Intelligence Collection and Analysis, Training and Community Resilience
6. Strengthen Communications Capabilities Through Planning, Governance, Technology, and Equipment
7. Enhance Medical and Public Health Preparedness
8. Strengthen Information Sharing and Collaboration
9. Enhance Community Capabilities through Multi-Jurisdictional/Inter-Jurisdictional All-Hazards Incident Planning, Response & Recovery Coordination including Partnerships with Volunteers and Community Based Organizations and Programs

10. Protect Critical Infrastructure and Key Resources (includes Food and Agriculture)

GRANT APPLICATION

Once the application is received by San Bernardino County Office of Emergency Services and approved by Cal OES, ***jurisdictions will be notified that their project is approved in an "Authorization to Spend letter."*** *Please note: approved project and allocation amounts may differ from the proposed allocations and projects that have already been submitted.* Please read the remainder of this document to ensure that you can comply with grant requirements prior to accepting the award.

SUBRECIPIENT GRANT PACKAGES

Subrecipient packages consist of the following: signed Subrecipient Agreement/Assurances, Cover Letter, Certification Letter, signed Application Workbook Certification, proof of SAM.gov registration, Subrecipient Grant Management Assessment Form, and Single Audit Report, if applicable. Subrecipient packages will be provided to jurisdictions that have approved projects prior to receiving the Authorization to Spend letter. Jurisdictions are NOT permitted to spend funds until the Authorization to Spend letter has been issued. If the project requires an EHP, Noncompetitive Justification, Performance Bond, or other type of approval indicated on the approved project worksheet, a request ***must*** be submitted to the Grants Unit. Once approval is obtained, projects can commence.

SUBRECIPIENT AGREEMENT

The subrecipient agreement/assurances must be signed in **BLUE INK**. Subrecipient packages must be submitted to:

San Bernardino County Office of Emergency Services
C/O: ICEMA
Attn: Tina Sutera
1425 South "D" Street
San Bernardino, CA 92408

A copy of the package can also be emailed to: tina.sutera@oes.sbcounty.gov.

COVER LETTER

The cover letters must be on the jurisdiction's letterhead. Please certify that the documentation is clear and correct. Include your contact information on the "Certification Box" of the cover letter.

CERTIFICATION LETTER

Complete the certification letter with the following information:

Box 1: Name of the entity receiving the grant award. Indicate law or fire jurisdiction.
Boxes 2-5: Use this table to include all federal grant funds the jurisdiction has/will receive for the fiscal year, including EMPG, SAFER, etc. Include a separate sheet if needed. (Consult with your budget or fiscal personnel for more information.)
Box 6: Entity Primary Location
Box 7: Include a UEI number. (DUNS number is no longer valid)

SUBRECIPIENT GRANTS MANAGEMENT ASSESSMENT

The Subrecipient Grant Management Assessment form must be signed in **BLUE INK** and submitted with your subrecipient package.

SYSTEM FOR AWARD MANAGEMENT (SAM)

Subrecipients must have a valid UEI number and be currently registered with the System for Award Management (SAM) per the Federal Funding Accountability and Transparency

Act (FFATA). Proof of registration can be fulfilled by providing a screen shot of the email confirmation or website registration confirmation.

UNIQUE ENTITY IDENTIFIER NUMBER (UEI)

In order to apply and receive federal financial assistance your agency must have a valid UEI number. To obtain a UEI number agencies must register at no cost directly to this web site: www.sam.gov. DUNS numbers are no longer accepted.

GRANT PERFORMANCE PERIOD

The FY21 HSGP has a 30-month performance period for subrecipients (September 1, 2021 to March 31, 2024).

PROPOSED PROJECTS NOT APPROVED

All proposed projects not approved by the Approval Authority members at the time of the initial application will be kept on file for consideration for future funding should any savings/unspent funds become available during the grant performance timeline. If and when the Approval Authority members select your project to be funded, you will be notified and instructions will be provided as to what requirements must be met.

GRANT REQUIREMENTS

LAW ENFORCEMENT

As in past years the grant requires that at least 25% of the HSGP funds be dedicated to law enforcement terrorism prevention activities.

PROJECT MILESTONE DEADLINES

In order to meet the State's timeline and to ensure continuity of HSGP grant funding for the County, San Bernardino County OES requires subrecipients to complete the three milestones below for the project(s) during the life of the grant cycle. Failure to meet these milestones may result in denial of future fund requests until the project is back on track. Please also see the grant deadlines document.

Milestone	Percentage Required	Completion Date
First Milestone	30%	December 31, 2022
Second Milestone	60%	July 31, 2023
Third Milestone	100%	March 31, 2024

STATUS REPORTS

Status reports must be sent by each jurisdiction to the Grants Administration Unit prior to the deadlines listed below. Information obtained will be reported by the Grants Unit to the Cal OES and FEMA.

Reporting Period	Report Due Date
7/1/2022-12/31/2022	1/05/2023
1/1/2023-6/30/2023	7/05/2023
7/1/2023-12/31/2023	1/05/2024

MODIFICATIONS

It is mandatory for all subrecipients to obtain preapproval from the Grants Administration Unit for any project modifications. The County (as the State's subgrantee of the HSGP grant) is required to obtain preapproval from Cal OES for all project modifications, activity, and/or scope of work changes as described in the Cal OES State Supplement to the Federal NOFO. HSGP funds may only be expended for the intended purpose(s) for which they were requested and

approved. Therefore, grant funds cannot be expended for projects that are modified without prior approval. Additionally, modification requests require a written justification, which explains in detail why the project is being changed.

Please contact the Grants Administration Unit for the required modification form and narrative. Modified projects completed prior to Cal OES approval will be denied.

PROCUREMENT GUIDELINES

All jurisdictions must follow the procurement policy that encompasses all federal, state, and local procurement policies and procedures for the purchase of goods and services in accordance with applicable federal rules under the 2 C.F.R. Part 200.317-200.326. Jurisdictions must ensure that all procurement transactions are conducted in a manner providing full and open competition.

San Bernardino County Procurement Policy requires the following:

1. All procurement over $1,000 requires a competitive process.
2. A Noncompetitive Procurement Justification for all sole source purchases over $1,000 with documented attempts for solicitation (Bid Summary Form) must be submitted to the Grants Unit and pre-approved prior to purchase.

Subrecipients who do not follow San Bernardino County's procurement policy must submit their jurisdiction's procurement policy to the Grant's Unit to ensure that all grant purchasing requirements are followed.

WRITTEN QOTES/BIDS

San Bernardino County policy is that Subrecipients must document a minimum of three written price quotations/bids for purchases over $1,000. The award is made to the responsible firm whose proposal is most advantageous for the program with price and other factors to consider. Subrecipients should adhere to their own procurement policies if their policies are more restrictive than the County's policy.

NONCOMPETITIVE PROCUREMENT

Procurement by noncompetitive proposals (sole source) may be used only when the award of the contract is not feasible under small purchase procedures, sealed bids, or competitive proposals, and one of the following circumstances applies:

1. The item is available only from one source;
2. After solicitation of at least three resources, competition is determined to be inadequate.

In concurrence with 2 CFR part 200.317 - 200.326, Cal OES requires the Operational Areas and its subrecipients encompass all federal, state, and local procurement policies for noncompetitive procurement. Failure to obtain preapproval for noncompetitive procurement may result in the denial of the grant expenditure.

In addition, if the city/town/county's policy requires that noncompetitive procurement be approved by the City Council or Governing Board prior to procurement, then that procedure must be followed. The supporting documents must be provided with reimbursement claims.

COST BENEFIT ANALYSIS

Subrecipients will need to provide a cost benefit analysis with the Request for Noncompetitive Procurement Authorization Form. The analysis will provide to Cal OES the justification/feasibility based on the comparison of the total expected costs of each bid/quote against the total expected benefits, to examine whether the benefits outweigh

the costs. A Cost Benefit Analysis (CBA) must be submitted with the noncompetitive procurement requests.

INFORMAL QUOTE INVENTATION FOR BID (IFB) AND REQUEST FOR PROPOSAL (RFP)

Informal Quotes are for purchases of low value goods, supplies, equipment, and services. San Bernardino County's threshold for informal quotes is $4,999, which may be solicited by less formal means such as email, fax, informal correspondence, or internet as well as electronic procurement systems. Should the subrecipient's local policy be more restrictive, then the subrecipient must follow their own policy for informal quotes.

An IFB is used to solicit prices for goods, supplies, and equipment where the exact need is known based on definitive specifications. The IFB provides a clear and accurate description of the material or products to be procured. The description must not contain unreasonable features that restrict the competition. Jurisdictions must ensure that all procurement transactions are conducted in a manner providing full and open competition. Some situations considered to be restrictive of competition include, but are not limited to:

- Placing unreasonable requirements on firms in order for them to qualify to do business;
- Requiring unnecessary experience and excessive bonding;
- Noncompetitive pricing practices between firms or affiliated companies;
- Organizational conflicts of interest;
- Specifying only "brand name" instead of allowing "an equal" product to be offered and describing the performance of other relevant requirements of the procurement; and
- Any arbitrary action in the procurement process.

Jurisdictions may not use statutorily or administratively imposed local geographical preference in the evaluation of bids or proposals. (See 2 C.F.R. 200.37-200.326).

A jurisdiction that uses a consulting firm to write the specifications for a contract bid/proposal cannot award the contract to the same consulting firm due to a conflict of interest.

FORMAL ADVERTISING AND REQUEST FOR PROPOSALS (RFP)

Procurement by Sealed Bids/Invitation for Bids require the subrecipient to formally advertise in a widely circulated publication; bids are solicited from an adequate number of qualified sources; and a firm-fixed price contract (lump sum or unit price) is awarded to the responsible bidder whose bid conforms with all material items and conditions of the bid and is the lowest price. See (2 C.F.R. 200.37-200.326 (d) (3) for additional guidance). Subrecipients must document a minimum of three responsible bids and proof of advertisement and solicitation efforts must be forwarded to the Grants Administration Unit with your reimbursement claim.

An RFP is used for the purchase of services where evaluation criteria may include qualification and experience, technical and functional specifications, cost, financial stability, and references. The RFP is sent to all registered vendors for the applicable product. The award is made to the vendor whose proposal is most advantageous.

Note: All training consultant/contractor purchases must be solicited through a competitive procurement process.

In compliance with the Byrd Anti-Lobbying Act 31 U.S.C. § 1352 (as amended), contractors who bid on federal awards of $100,000 or more must sign and submit Certification Regarding Lobbying. Disclosure of such certification must be included in formal bid advertising and RFP language as well as the signed contract. Certification must be forwarded to the awarding agency and kept on file.

Failure to adhere to the above procurement processes may result in a delay in processing your request and possible denial of your reimbursement.

SUPPLANTING

Federal funds may not supplant, replace, or offset local funds. HSGP funds cannot be used to supplement the amount of funds that, in the absence of federal funds, would be made available for purposes consistent with the Homeland Security Grant Program. Per grant guidance, subrecipients may be required to supply documentation certifying that a reduction in non-federal resources occurred for reasons other than the receipt or expected receipt of federal funds.

EQUIPMENT

Funds for equipment must be used to enhance the capabilities of state and local emergency response agencies and all equipment must be identified by an Authorized Equipment List (AEL) number. The HSGP grant has 21 authorized equipment categories under the AEL and, as in previous years, the AEL is presented as follows:

1. Personal Protective Equipment
2. Explosive Device Mitigation and Remediation Equipment
3. CBRNE Operational and Search and Rescue Equipment
4. Information Technology
5. Cyber Security Enhancement Equipment
6. Interoperable Communications Equipment
7. Detection
8. Decontamination
9. Medical
10. Power
11. CBRNE Reference Materials
12. CBRNE Incident Response Vehicles
13. Terrorism Incident Prevention Equipment
14. Physical Security Enhancement Equipment
15. Inspection and Screening Systems
16. Animals and Plants
17. CBRNE Prevention and Response Watercraft
18. CBRNE Aviation Equipment
19. CBRNE Logistical Support Equipment
20. Intervention Equipment
21. Other Authorized Equipment

NOTE: USE TAXES

The Grants Administration Unit will not reimburse for use taxes without a proper proof of payment.

AUTHORIZED EQUIPMENT LIST (AEL)

To obtain the appropriate AEL authorized number, please check on the following web site: https://www.fema.gov/authorized-equipment-list.

COMMUNICATION EQUIPMENT

Subrecipients using FY21 HSGP funds to support emergency communications activities must comply with the FY2021 SAFECOM Guidance for Emergency Communication Grants, including provisions on technical standards that ensure and enhance interoperable communications.

PHARMACEUTICAL SUPPLIES

Special rules apply to pharmaceutical purchases and medical counter measures. Prior to procuring pharmaceuticals, subrecipients must have in place an inventory management plan to avoid large periodic variations in supplies due to coinciding purchase and expiration dates. This will also include antibiotics and antidotes for nerve agents, cyanide, and other toxins. Purchase of pharmaceuticals must include a budget for the disposal of expired drugs within each fiscal year period of performance for HSGP. The plan must be submitted to the Grants Unit and preapproved by FEMA prior to incurring any cost. The cost of disposal cannot be carried over to another DHS/FEMA grant or grant period.

EHP's

Any equipment that requires installation is subject to the Environmental Planning and Historic Preservation (EHP) requirements. Outdoor training/exercise activities are also subject to the EHP requirements. Subrecipients must complete and submit the required EHP Screening Form to the Grants Administration Unit for approval of Cal OES and FEMA. **It is mandatory that all EHP forms be approved by FEMA and Cal OES prior to incurring any project costs.** Refer to the Federal Notice of Funding Opportunity, State Guidance and FEMA Preparedness Grants Manual for information regarding the EHP Screening Form and other required documents.

PLANNING/ORGANIZATION PROJECTS

In accordance with 2 C.F.R. § 200.430, Planning/Organization personnel must track actual hours worked on planning and organization projects. Required supporting documentation consists of the following:

1. Functional timesheets or signed payroll activity reports showing how many hours of the week were dedicated to the planning project;
2. Proof of Payment (Copy of paycheck is preferred or payroll registers with definition of codes with private information blocked out);
3. TLR's (*Time, Labor Reports-showing Total Actual Hours worked for the pay period*).
4. Benefit cost analysis of actual benefit costs for the reporting period, if applicable. Weighted or estimated benefit costs are not allowable and will not be reimbursed.
5. Proof of hourly rate that is being calculated as project costs.

The grant will reimburse for salary and benefits for ACTUAL hours worked on planning or organization projects. Benefits should be calculated with actual benefits for the reporting period.

Benefits must be calculated for each reporting (pay) period as benefit costs may fluctuate.

For more information regarding allowable benefit costs, Refer to 2 C.F.R § 200.431 Compensation-fringe benefits.

PLANNING DELIVERABLES OR FINAL PRODUCTS

Planning deliverables may include, but are not limited to:

1. Procedure Manuals
2. Policy Procedures
3. Standard Operating Procedures (SOP's)
4. Reports
5. Templates
6. Plans
7. Guideline Manuals
8. Directive Manuals
9. Operating Manuals
10. Official Procedures
11. Newsletters
12. Training Manuals (Participants and Instructor)

Planning reports must be considerable and substantial in their contents and must be associated to the planning deliverables listed on the proposed projects. The amount of grant funds received for the planning project must justify the outcome of the delivery report.

CONTRACTOR/CONSULTANT

Contractors and Consultant services are allowable under the HSGP. Contract and procurement awards must be made to the responsible contractor or vendor whose bid or offer is most advantageous to the project. The methods of contracting are as follows:

a) Formal Advertising
b) Invitation for Bid (IFB)
c) Request for Proposal (RFP)

Consideration should be given to such matters as contractor integrity, record of past performance, financial and technical resources, and/or accessibility to the necessary resources. A bidder is considered responsible when it has been established that the contractor meets the necessary requirements for the project and is otherwise qualified and eligible.

NOTE: Subrecipients must verify PRIOR to entering into the contract that the independent contractor or consultant services has not been suspended or debarred from participation in receiving federal awards. A dated screen printout must be obtained from the web site www.sam.gov as proof for reimbursement requests.

All contract agreements must be prepared in accordance with existing State contract provisions and policies and clearly define the responsibilities of all parties, as per **2 C.F. R. 200.317 - 200.326 and Appendix II to Part 200, Contract Provisions for Non-Federal Entity Contracts Under Federal Awards.** In compliance with the Byrd Anti-Lobbying Act 31 U.S.C. § 1352 (as amended), contracts of $100,000 or more require the contractor to submit a Certification Regarding Lobbying. Disclosure of such certification must be included in formal bid advertising and RFP language, as well as the signed contract agreement. Certification must be forwarded to the awarding agency and kept on file.

SAM SUSPENSION AND DEBARMENT

Subrecipients are required to obtain verification that the contractor or vendor selected is not debarred or suspended at the time of the award. The subrecipient must search the www.sam.gov website to verify that the vendor and/or contractor is not debarred or suspended from programs or activities involving federal financial and non-financial assistance. Vendor registration in SAM.gov is not required. However, vendor must not be debarred, suspended, or excluded from receiving federal funds, which will be verified in the search. Subrecipients receiving federal funds must certify that they will adhere to Federal Executive order 12549, Debarment and Suspension. Subrecipients will not make any awards or enter into any contract with parties that are debarred, suspended, or otherwise excluded or ineligible for participation in federal programs and activities.

The SAM.gov screenshot must be printed prior to hiring the vendor/contractor and must be submitted to Grants Administration Unit with the request for reimbursement. Failure to provide this information may result in a delay in processing your request and possible denial of your claim.

VEHICLE PURCHASES

As a result of numerous inquiries regarding the use of vehicles purchased with Homeland Security funds, the following guidance is being provided regarding authorized use of these vehicles:

1) A performance bond must be obtained for all vehicle, watercraft, and aircraft purchases.

2) For the purposes of the HSGP the vehicle identification is: *A means of transportation to be used for CBRNE response equipment and personnel to the incident site.* A list of authorized HSGP vehicles can be found through FEMA's Authorized Equipment List.
3) Vehicle licensing, registration and general maintenance fees are the responsibility of the subrecipient and are NOT allowable with grant funds.
4) All vehicles purchased with HSGP funds must be tagged and be part of the subrecipient inventory control.

When subrecipients submit a proposal to purchase a vehicle, your agency must submit a justification and identify which of the subcategories under CBRNE Response Vehicle the purchase relates to. Also, your agency must be able to demonstrate how the purchase of the CBRNE Response Vehicle complies with the HSGP strategy. Vehicles must be assigned to the Duty Officer or first responder who will respond to a given incident when required to provide response to any emergency event.

PERFORMANCE BOND

Subrecipients are required to obtain a performance bond for any equipment item over $250,000, or **any vehicle, aviation, or watercraft (regardless of the cost) financed with Homeland Security Grant dollars.** A copy of the performance bond must be submitted to the Grants Administration Unit with your reimbursement claim. Failure to obtain the required performance bond will result in the disallowance of your HSGP project. Subrecipients may request a performance bond waiver which will be reviewed by Cal OES on a case-by-case basis.

UNALLOWABLE COSTS

Equipment purchased with HSGP funds cannot be charged to other federal grants to overcome fund deficiencies. Subrecipients will ensure that federal funds do not replace (supplant) funds that have been budgeted for the same purpose through non-federal sources. Refer to Federal NOFO and State Supplemental for unallowable costs.

ADDITIONAL FORMS

All other forms must be preapproved by Cal OES prior to incurring any costs.

- EHP Form
- Request for Noncompetitive Procurement Form (Sole Source Vendor)
- Aviation Request Form
- Watercraft Request Form
- Controlled Equipment Request Form

REIMBURSEMENT CLAIMS

Reimbursement shall be based upon authorized and allowable expenditures consistent with the approved project. All expenditures must be supported with the following source documentation:

- Signed Reimbursement form
- Copy of invoices. Must be legible
- Three written quotes or Noncompetitive Procurement Authorization Form
- Screenshot of the SAM.gov vendor search results
- Proof of payment. Copy of front and back of the cancelled checks or credit card statement with proof of payment to the credit card company
- Copy of City Council Minutes (if applicable)
- At least one clear picture of each grant purchased equipment (serial number or other ID displayed).

Note: For each solution area reimbursement claim, ***please see Grants-Reimbursement Request – Check List***.

PROOF OF PAYMENTS

ALL Subrecipients are required to submit copies of the front and the back of cancelled checks, as proof of payment for HSGP grant related expenditures. Subrecipients that paid their vendors through an electronic fund transfer (EFT) must submit copy of the EFT transfer as proof of payment. The EFT transfer must include the name of the vendor/recipient of the transfer, the amount transferred, date of transfer and name of the jurisdiction doing the transfer. Credit card purchases must be accompanied with the receipt, the credit card statement and proof of payment to the credit card company for the corresponding statement.

GRANT MONITORING

JURISDICTIONAL GRANT MONITORING

As per new regulations under 2 CFR part 200.330 - 200.332, the Grants Administration Unit will be enforcing monitoring of subrecipient's project activity. Grant activities (both desk review and on-site) are reviewed during monitoring visits. These reviews may include, but are not limited to:

- Eligibility of Expenditures
- Project Activities
- Reimbursement Requests
- Modification Request
- Grant Status/Performance Reports
- Equipment
- Equipment Inventory Control Reports
- A review of the Corrective Action Plan (CAP) of the subrecipient's Single Audit Report (if there is a finding on the report).

The Grants Administration Unit will schedule site visits with subrecipients.

INVENTORY CONTROL

Subrecipients must comply with all requirements set forth in 2 C.F.R. Part 200.313 for the active tracking and monitoring of property/equipment purchased with HSGP funds. Subrecipients must account for and reconcile inventory with the SB County OES Grants Administration Unit's property records **prior** to deployment and at each scheduled inventory inspection. Subrecipients will develop and maintain a control tracking system to ensure adequate safeguards to prevent loss, damage, or theft of grant funded equipment. When equipment purchased with grant funds is no longer needed or will be retired, subrecipients will request disposition instructions from SB County OES Grants Administration Unit. If items are damaged, lost, stolen, or retired, subrecipients will provide an explanation on the Equipment Disposition Request/Report form of how the damage happened and the subrecipient's plan in preventing damage from occurring in the future.

GRANT PROJECT CLOSEOUT

All projects must be completed by the end of the performance milestone. Supporting documentation must be kept and equipment must be tracked by the subrecipients until notified otherwise by the Grants Administrative Unit.

RECORDS RETENTION

Subrecipients are required to maintain accurate, complete, orderly, and separate records for each grant year. All supporting documentation pertaining to the administrative, programmatic, and financial management of the grant award must be retained by the subrecipient for at least three years following Cal OES's closeout of the Federal/State grant period including the resolution of any monitoring/audit findings. The Grants Administration Unit will notify all jurisdictions when to dispose of the supporting documentation for prior grant years, after Cal OES has provided authorization to dispose. If any jurisdiction is under audit review and there

are any negative audit findings under the Homeland Security Program Grant funding, they must notify SB County OES – Grants Unit as soon as possible.

COUNTY OF SAN BERNARDINO HSGP PROGRAM CONTACTS:

Daniel Munoz, Deputy Executive Officer
E-mail: Daniel.munoz@cao.sbcounty.gov
Phone: (909) 388-5805

Vacant, Emergency Services Manager
E-mail:
Phone: (909) 356-3998

Michael Ramirez, Acting Asst. Emergency Services Manager
E-mail: Michael.ramirez@oes.sbcounty.gov
Phone: (909) 356-3998

Tina Sutera, Staff Analyst II
Grants Administration Unit
Email: tina.sutera@oes.sbcounty.gov
(909) 388-5832

~ PROCEED TO CERTIFICATION AND ACKNOWLEDGEMENT ON NEXT PAGE ~

SAN BERNARDINO COUNTY OPERATIONAL AREA

FY2021 HOMELAND SECURITY GRANT PROGRAM

APPLICATION WORKBOOK CERTIFICATION

I, _____ as the Authorized Agent

for _____JURISDICTION, certify that our jurisdiction has read and acknowledges the Homeland Security Grant Program (HSGP) guidelines specified in the document hereof.

Authorized Agent Signature Date

Print Name

Project Manager Signature Date

Print Name

CITY OF REDLANDS
REQUEST FOR ADDITIONAL APPROPRIATION

DATE OF REQUEST: 09/07/2022

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**
Other Betterments/Improv	200202	8501	F202030	36,670.00
				$ 36,670.00 -

REVENUE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
Federal Grants	200202	4407	F202030	36,670.00
				$ 36,670.00 -

JUSTIFICATION: HSG FY 2021 Grant Award

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/Successor Agency Meeting **I. 8.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the Cooperative Agreement Time Extension with SBCTA for the Interstate 10/Alabama Street Improvement Project by two (2) years to December 31, 2024 (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 Cooperative Agreement Time Extension with SBCTA for the Interstate 10/Alabama Street Improvement Project by two (2) years to December 31, 2024.

RECOMMENDATION:

Staff recommends City Council approve the Cooperative Agreement Time Extension with SBCTA for the Interstate 10/Alabama Street Improvement Project by two (2) years to December 31, 2024.

DISCUSSION:

The Interstate 10 (I-10)/Alabama Street Improvement Project (Project) is the sixth (6) highest priority project in the Measure I 2010-2040 Freeway Interchange Program. Alabama Street is a primary, north-south arterial in the City of Redlands (City) serving shopping centers, local businesses, logistics centers and residential communities. This location has been experiencing high levels of traffic congestion, resulting in substantial delays. The Project will widen the existing eastbound and westbound off-ramps and add right-turn lanes to the eastbound and westbound on-ramps. In May 2016, City Council approved Cooperative Agreement No. 17-1001603 with San Bernardino County Transportation Authority (SBCTA), to define Project roles, responsibilities,

funding and to specify SBCTA as the lead agency for Project administration. On June 16, 2020, City Council approved Amendment No. 1 to the Cooperative Agreement with the SBCTA to redefine their respective funding responsibilities based on the revised Project construction cost estimate and to update the Project schedule.

Project construction is on-going and is expected to be completed in early 2023. The existing Agreement will expire on December 31, 2022 and Amendment No. 2 extends the expiration date by two (2) years to December 31, 2024 to provide sufficient time for construction completion, as-built preparation and close-out activities.

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

Amendment No. 2 to SBCTA Cooperative Agreement
B. SBCTA Coop Agreement (Reference only)
C. SBCTA Coop Agreement - 1st Amend (Reference only)

AMENDMENT NO. 2

TO COOPERATIVE AGREEMENT NO. 17-1001603

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF REDLANDS

FOR

PLANNING, PROJECT REPORT AND ENVIRONMENTAL DOCUMENT, PLANS, SPECIFICATIONS AND ESTIMATE (PS&E), RIGHT-OF-WAY (ROW), AND CONSTRUCTION PHASES FOR THE ALABAMA STREET AND INTERSTATE 10 IN THE CITY OF REDLANDS

THIS AMENDMENT No. 2 to the Cooperative Agreement No. 17-1001603 (AGREEMENT) is made and entered into by and between the San Bernardino County Transportation Authority (hereinafter referred to as AUTHORITY) and the City of Redlands (hereinafter referred to as CITY). AUTHORITY and CITY may be referred to herein as a "PARTY" and collectively "PARTIES".

RECITALS

A. AUTHORITY and CITY entered into the AGREEMENT on November 9, 2016, to delineate their respective roles, responsibilities, and funding commitments relative to the Project Management, Planning, Environmental, PS&E, ROW and Construction activities of the Interstate 10 (I-10) Alabama Street Improvement Project in the City of Redlands (PROJECT); and

B. AUTHORITY and CITY entered into the Amendment No. 1 on August 17, 2020 to redefine their respective funding responsibilities based on the revised PROJECT costs and to provide a new, updated, estimated schedule for completion of the PROJECT.

C. PARTIES now desire to amend the AGREEMENT to extend the AGREEMENT termination date currently set to expire on December 31, 2022, by two (2) years to December 31, 2024, and to update the Project schedule.

IT IS THEREFORE MUTUALLY AGREED TO AMEND THE AGREEMENT AS FOLLOWS:

1. Section I. B of the AGREEMENT is amended in its entirety to read as follows:

"This Agreement shall terminate upon completion of the AUTHORITY's management of the planning, environmental, design, right of way (to include both ROW acquisition and utility relocation work) and construction, or December 31, 2024, whichever is earlier in time, except that the indemnification provisions shall remain in effect until terminated or modified, in writing, by mutual agreement. Should any claims arising out of this Agreement be asserted against one of the Parties, the Parties agree to extend the fixed termination date of this Agreement, until such time as the claims are settled, dismissed or paid."

2. The Project Schedule in Attachment A to the AGREEMENT is amended and replaced in its entirety with the Project Schedule in Attachment A to this AMENDMENT No. 2, incorporated by this reference.

3. Except as amended by this AMENDMENT No. 2, all other provisions of the AGREEMENT, including all previous amendments, shall remain in full force and effect and are incorporated herein by this reference

4. The Recitals set forth above are incorporated herein by this reference.

5. This AMENDMENT No. 2 is effective upon execution by AUTHORITY.

----------*SIGNATURES ON FOLLOWING PAGE*----------

SIGNATURE PAGE TO
AMENDMENT NO. 2 TO COOPERATIVE AGREEMENT NO. 17-1001603
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
and CITY OF REDLANDS

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

By:_____
Raymond W. Wolfe
Executive Director

Date:_____

APPROVED AS TO FORM

By:_____
Juanda L. Daniel
Assistant General Counsel

CITY OF REDLANDS

By:_____
Paul T. Barich
Mayor, City of Redlands

Date:_____

APPROVED AS TO FORM AND PROCEDURE:

By:_____
Yvette M. Abich Garcia
City Attorney

ATTEST:

By: _____
Jeanne Donaldson
City Clerk

Attachment A

PROJECT DESCRIPTION

The project funding is based on a design layout that adds two lanes each on the westbound and eastbound off-ramps, adds a northbound right-turn lane to eastbound on-ramp, and adds a southbound right-turn lane to the westbound on-ramp.

PROJECT FUNDING TABLE

Public Share: 49.5%
Nexus Development Impact Fee Share (DIF or "Local Share"): 50.5%
Caltrans Financial Contribution (FCO): Lump Sum $1,250,000

	Project Cost*	**Public Share****	**DIF**	**Caltrans FCO*****
Planning, Environmental, Design, and Right-of-way	$1,920,600	$950,697	$969,903	$0
Construction Management	$1,500,000	$742,500	$757,500	$0
Construction Capital	$10,900,000	$4,776,750	$4,873,250	$1,250,000
Landscape Maintenance (EEP)	$500,000	$247,500	$252,500	$0
Project Management	$330,000	$0	$330,000	$0
	$15,150,600	**$6,717,447**	**$7,183,153**	**$1,250,000**

*Project Cost is based on 2019's Authority's Estimate At Completion and 65% Engineer's Estimate
**Public Share will be funded with Measure I Valley Freeway Interchange fund
***Caltrans FCO will be available in fiscal year 2020/2021 upon execution of a separate cooperative agreement between Authority and Caltrans

PROJECT SCHEDULE

Milestones	Estimated Completion Date (Actual)
Environmental Approval	(February 2019)
PS&E Approval	(June 2021)
Construction Contract Award	(September 2021)
Complete for Beneficial Use	January 2023
Project Close-Out	June 2024

COOPERATIVE AGREEMENT NO. 17-1001603

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF REDLANDS

FOR

PLANNING, PROJECT REPORT AND ENVIRONMENTAL DOCUMENT, PLANS, SPECIFICATIONS AND ESTIMATE (PS&E), RIGHT-OF-WAY (ROW), AND CONSTRUCTION PHASES FOR THE ALABAMA STREET AND INERSTATE 10 IN THE CITY OF REDLANDS

I. PARTIES AND TERM

A. THIS COOPERATIVE AGREEMENT ("Agreement") is made and entered into by and between the San Bernardino County Transportation Authority (hereinafter referred to as "AUTHORITY") and the City of REDLANDS (CITY), (AUTHORITY and CITY may be referred to herein as a "Party" and collectively "Parties").

B. This Agreement shall terminate upon completion of the AUTHORITY's management of the planning, environmental, design, right of way (to include both ROW acquisition and utility relocation work) and construction, or December 31, 2022, whichever is earlier in time, except that the indemnification provisions shall remain in effect until terminated or modified, in writing, by mutual agreement. Should any claims arising out of this Agreement be asserted against one of the Parties, the Parties agree to extend the fixed termination date of this Agreement, until such time as the claims are settled, dismissed or paid.

II. RECITALS

A. WHEREAS, CITY intends to improve Alabama Street at I-10 and Alabama Street Interchange in the City of REDLANDS; and

B. WHEREAS, planned operational improvements include widening the existing eastbound and westbound off ramps as further described in Attachment B, attached hereto and made part of this Agreement, and is defined as the "PROJECT"; and

C. WHEREAS, the PROJECT is identified in the Measure I 2010-2040 Expenditure Plan and San Bernardino Associated Governments (SANBAG) Nexus Study (Nexus Study) prepared by SANBAG, and approved by the SANBAG Board of Directors on November 2, 2011; and

D. WHEREAS, the Parties consider PROJECT to be high priority and are willing to participate in funding the PROJECT pursuant to the provisions of the Nexus Study; and

E. WHEREAS, the Parties wish to enter into this Agreement to delineate roles, responsibilities, and funding commitments relative to the Project Management, Planning, Environmental, PS&E, ROW and Construction activities of the PROJECT;

F. WHEREAS, the PROJECT is estimated to cost a total of $10,968,000 which includes $330,000 for the AUTHORITY to provide project management services for the Planning, Environmental, PS&E, ROW, and Construction phases of the Project; and

G. WHEREAS, coordination with Caltrans has not occurred to determine the level of environmental and engineering documents nor have encroachment fees been addressed. Costs based on a low level environmental document and encroachment fees will be addressed in a future agreement; and

H. WHEREAS, the CITY desires AUTHORITY to provide project management services for the Planning, Environmental, PS&E, ROW, Construction and Project Closeout phases, estimated at $330,000, and understands it is the sole responsibility of CITY to pay 100% of actual AUTHORITY project management costs in accordance with AUTHORITY Policy 40005/VFI-34; and

I. WHEREAS, the remaining PROJECT cost, aside from AUTHORITY project management costs, for the Planning, Environmental, PS&E, ROW, Construction and Project Closeout phases is estimated at $10,638,000 which shall be funded with 50.5% Development Share funds and 49.5% Public Share funds, as defined by the Nexus Study and the SANBAG Measure I 2010-2014 Strategic Plan.

NOW, THEREFORE, the Parties agree to the following:

III. AUTHORITY RESPONSIBILITIES

AUTHORITY agrees:

A. To be lead agency on Project Management, Planning, Environmental, PS&E, ROW, and Construction work and to diligently undertake and complete, the Planning, Environmental, ROW, PS&E, Construction and Project Closeout work on PROJECT, including the selection and retention of consultants. Performance of services under these consultant contracts shall be subject to the technical direction of the AUTHORITY's Director of Project Delivery, or his designee, with input and consultation from CITY.

B. To coordinate with AUTHORITY for first and second level reviews related to property acquisitions and to provide all support documents necessary for Hearings of Resolutions of Necessity to be conducted at the AUTHORITY in the event voluntary acquisition is unlikely.

C. To contribute towards the Planning, Environmental, PS&E, ROW, Construction and Project Closeout phases of the PROJECT cost an amount not to exceed $5,265,810 as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates

provide in Attachment A, however, under no circumstances is the total combined AUTHORITY contribution to exceed $5,265,810 without an amendment to this agreement.

D. To prepare and submit to CITY an original and two copies of signed invoices for reimbursement of eligible PROJECT expenses. Invoices may be submitted to CITY as frequently as monthly.

E. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support AUTHORITY's request for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of PROJECT Management, Environmental, PS&E, ROW, Construction and Project Closeout work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by AUTHORITY.

F. To prepare a final accounting of expenditures, including a final invoice for the actual PROJECT Management, Planning, Environmental, ROW, PS&E, and Construction and project closeout costs. The final accounting and invoice shall be submitted no later than one hundred and twenty (120) calendar days following the completion of work and shall be submitted to CITY. The invoice shall include a statement that these PROJECT funds were used in conformance with this Agreement and for those PROJECT-specific Planning, Environmental, PS&E, ROW, and Construction work activities.

G. To cooperate in having a PROJECT-specific audit completed by CITY, at its option, upon completion of the PROJECT Planning, Environmental, ROW, PS&E Construction and Project Closeout work. The audit should justify and validate that all funds expended on the PROJECT were used in conformance with this Agreement.

H. To reimburse CITY for costs that are determined by subsequent audit to be unallowable within ninety (90) calendar days of AUTHORITY receiving notice of audit findings, which time shall include an opportunity for AUTHORITY to respond to and/or resolve the finding. Should the finding not be otherwise resolved and AUTHORITY fails to reimburse monies due CITY within ninety (90) calendar days of audit finding, or within such other period as may be agreed between both Parties hereto, the Cities' Council reserves the right to withhold future payments due AUTHORITY from any source under CITY'S control.

I. To include CITY in Project Development Team (PDT) meetings and related communications on PROJECT progress as well as to provide CITY with copies of PDT meeting minutes and action items.

J. To provide CITY an opportunity to review and comment on the Planning, Environmental, PS&E, ROW and Construction documents.

IV. CITY RESPONSIBILITIES

CITY agrees:

A. To reimburse AUTHORITY for the actual costs incurred estimated at $5,372,190 towards the Planning, Environmental, PS&E, ROW, Construction and Project Closeout phases of the PROJECT cost and $330,000 for SANBAG management for an amount not to exceed $5,702,190 as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A, however, under no circumstances is the total combined CITY contribution to exceed $5,702,190 without an amendment to this agreement.

B. To reimburse AUTHORITY within 30 days after AUTHORITY submits an original and two copies of the signed invoices in the proper form covering those actual allowable PROJECT expenditures and SANBAG management costs that were incurred by AUTHORITY. Invoices may be submitted to CITY as frequently as monthly.

C. When conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of AUTHORITY performed pursuant to the provisions of State and Federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to CITY when planning on conducting additional audits.

D. To designate a responsible staff member that will be CITY's representative in attending the PDT meetings, receiving day-to-day communication and reviewing the project documents.

E. To complete review and provide comments on the Planning, Environmental, PS&E, ROW, Construction and Project Closeout documents within one month of receiving the review request from AUTHORITY.

F. CITY's Director of the Municipal Utilities and Engineering Department is authorized to act on behalf of CITY under this Section of the Agreement.

V. MUTUAL RESPONSIBILITIES

The Parties agree:

A. To abide by all applicable federal, state and local laws and regulations pertaining to the PROJECT, including policies in the applicable program in the Measure I 2010-2040 Strategic Plan, as amended, as of the Effective Date of this Agreement.

B. In the event AUTHORITY determines PROJECT Management, Planning, Environmental, PS&E, ROW and Construction work may exceed the amounts identified in Attachment A of this Agreement, AUTHORITY shall inform CITY of this determination and thereafter the Parties shall work together in an attempt to agree upon an amendment to the amounts identified this Agreement. In no event, however, shall any of the Parties be responsible for PROJECT costs in excess of the amounts identified in this Agreement absent a written amendment that is approved by all Parties.

C. Eligible PROJECT reimbursements shall include only those costs incurred by AUTHORITY for PROJECT-specific work activities that are described in this Agreement and shall not include escalation or interest.

D. In the event that federal funds are used in the Planning, Environmental and/or PS&E phase of work, the PARTIES acknowledge Federal Highway Administration (FHWA) requires that the PROJECT must progress to a capital phase (ROW or construction) within ten years or the federal funds may be required to be repaid to FHWA. Should repayment be required, and is a result of the PROJECT not progressing by choice, it shall be the responsibility of the PARTY that determines it is unable to move forward with the PROJECT. If it is mutually decided that the project will not move forward then repayment of any federal funds used for Public Share will be the responsibility of the AUTHORITY and any federal funds used for the Local Share will be the responsibility of the CITY.

E. Neither AUTHORITY nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless AUTHORITY, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement.

F. Neither CITY nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by AUTHORITY and under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, AUTHORITY shall fully defend, indemnify and save harmless CITY, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this Agreement.

G. This Agreement will be considered terminated upon reimbursement of eligible costs by CITY. Notwithstanding any other provision herein, to the extent consistent with the terms and obligations hereof, any Party may terminate this Agreement at any time, with or without cause, by giving thirty (30) calendar days written notice to all the other Parties. In the event of a termination, the Party terminating this Agreement shall be liable for any costs or other obligations it may have incurred under the terms of the Agreement prior to termination.

H. The Recitals to this Agreement are true and correct and are incorporated into this Agreement.

I. All signatories hereto warrant that they are duly authorized to execute this Agreement on behalf of said Parties and that by executing this Agreement, the Parties hereto are formally bound to this Agreement.

J. Except on subjects preempted by federal law, this Agreement shall be governed by and construed in accordance with the laws of the state of California. All Parties agree to follow all local, state, county and federal laws and ordinances with respect to performance under this Agreement.

K. The Parties agree that each Party and any authorized representative, designated in writing to the Parties, and upon reasonable notice, shall have the right during normal business hours to examine all Parties' financial books and records with respect to this Agreement. The Parties agree to retain their books and records for a period of five (5) years from the later of: a) the date on which this Agreement terminates; or b) the date on which such book or record was created.

L. If any clause or provision of this Agreement is illegal, invalid or unenforceable under applicable present or future laws, then it is the intention of the Parties that the remainder of this Agreement shall not be affected but shall remain in full force and effect.

M. This Agreement cannot be amended or modified in any way except in writing, signed by all Parties hereto.

N. Neither this Agreement, nor any of the Parties rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either Party without the prior written consent of the other Party in its sole, and absolute, discretion. Any such attempt of assignment shall be deemed void and of no force and effect.

O. No waiver of any default shall constitute a waiver of any other default whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel, or otherwise.

P. In the event of litigation arising from this Agreement, each Party to this Agreement shall bear its own costs, including attorney(s) fees. This paragraph shall not apply to the costs or attorney(s) fees relative to paragraphs E and F of this Section.

Q. This Agreement may be signed in counterparts, each of which shall constitute an original. This Agreement is effective and shall be dated on the date executed by AUTHORITY.

R. Any notice required, authorized or permitted to be given hereunder or any other communications between the Parties provided for under the terms of this Agreement shall be in writing, unless otherwise provided for herein, and shall be served personally or by reputable courier addressed to the relevant party at the address/fax number stated below:

If to AUTHORITY: Garry Cohoe
Director of Project Delivery
1170 West Third Street, Second Floor
San Bernardino, CA 92410-1715
Telephone: (909) 884-8276

If to CITY: Chris Diggs
Municipal Utilities & Engineering Director
35 Cajon Street
REDLANDS, CA 92373
Telephone: (909) 798-7698

S. There are no third party beneficiaries, and this Agreement is not intended, and shall not be construed to be for the benefit of, or be enforceable by, any other person or entity whatsoever.

SIGNATURES ON FOLLOWING PAGE:

SIGNATURE PAGE TO
COOPERATIVE AGREEMENT NO. R17-1001603
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
and CITY OF REDLANDS

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

By: _____
Robert Lovingood
President, Board of Directors

Date: 11/9/16

APPROVED AS TO FORM

By: _____ 11/7/16
Eileen Monaghan Teichert
General Counsel

CITY OF REDLANDS

By: _____
Paul W. Foster
Mayor, City of Redlands

Date: _____

APPROVED AS TO FORM AND PROCEDURE:

By: _____
Daniel J. McHugh
City Attorney

ATTEST:

_____
Sam Irwin, City Clerk

Attachment A

PROJECT DESCRIPTION

The project funding is based on a concept that adds two turn lanes on both off-ramps, adds a right-turn lane at the eastbound on-ramp, and a southbound right-turn lane at the westbound on-ramp.

PROJECT FUNDING TABLE

Public Share: 49.5%
Nexus Development Impact Fee Share (DIF, "Development Share" or "Local Share"): 50.5%

Phase	Estimated Cost*	Public Share	Development Share
Project Study Report	$347,000	$171,165	$175,235
Project Report and Environmental Approval	$920,000	$456,390	$465,610
PS&E	$462,000	$228,690	$233,310
Right-of-Way (including Utilities)	$36,000	$17,820	$18,810
Construction and Construction Management	$8,122,000	$4,020,390	$4,101,610
Landscaping Maintenance	$749,000	$370,755	$378,245
SANBAG Management Oversight	$330,000	$ 0	$330,000
Total	$10,968,000	$5,265,810	$5,702,190

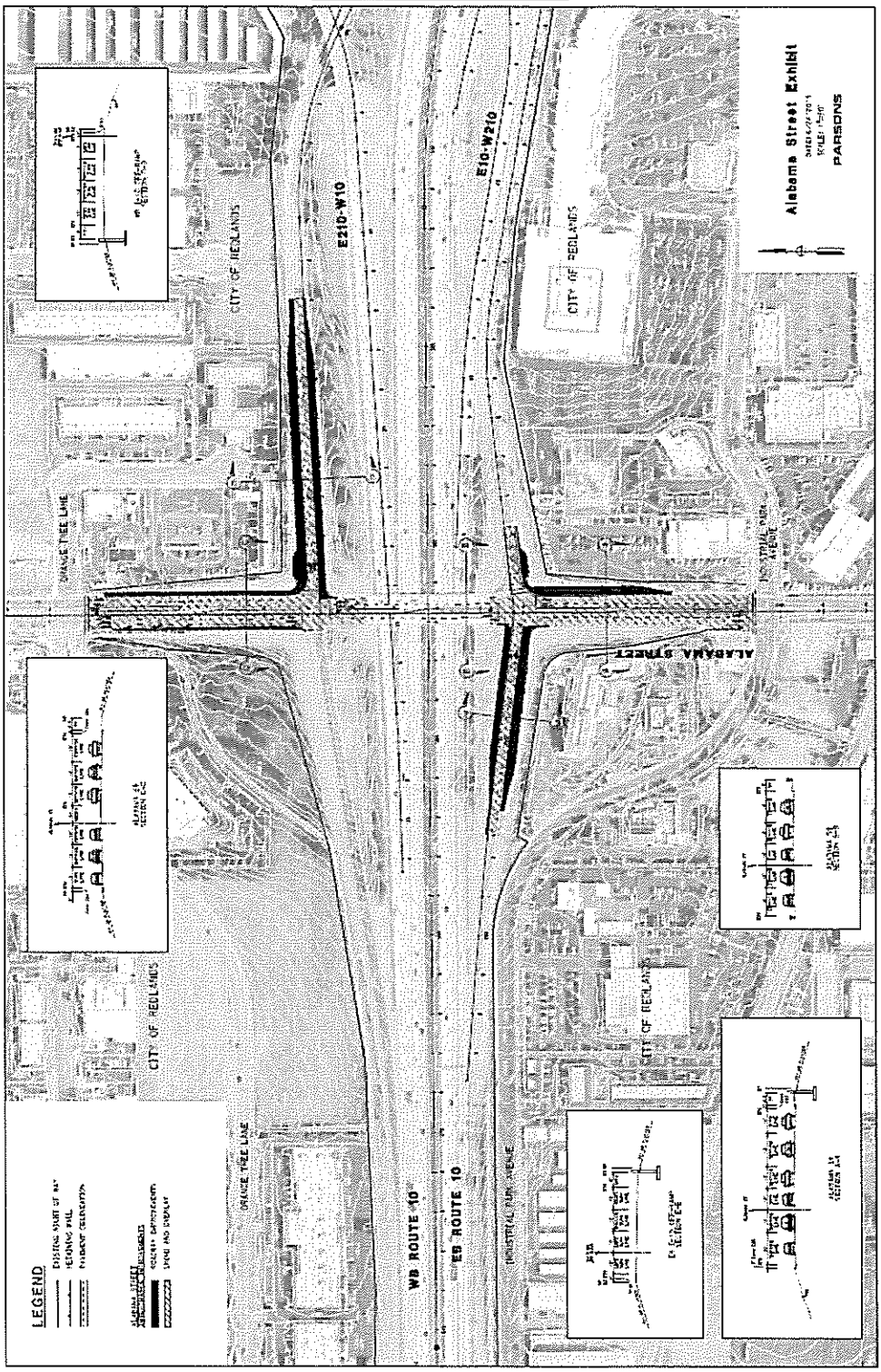
Notes:Estimated Costs are based on June 2015 feasibility study.
*The estimate includes a 3.0% escalation rate compounded annually.

PROJECT SCHEDULE

Milestones	Estimated Completion Date
Environmental Approval	December 2018
Plans, Specifications & Estimate (PSE)	December 2019
Right of Way (ROW)	December 2019
Construction Start	June 2020
Completion for Beneficial Use	June 2021

Attachment B

CONCEPTUAL LAYOUT



AMENDMENT NO 1

TO COOPERATIVE AGREEMENT NO. 17-1001603

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF REDLANDS

FOR

PLANNING, PROJECT REPORT AND ENVIRONMENTAL DOCUMENT, PLANS, SPECIFICATIONS AND ESTIMATE (PS&E), RIGHT-OF-WAY (ROW), AND CONSTRUCTION PHASES FOR THE ALABAMA STREET AND INTERSTATE 10 IN THE CITY OF REDLANDS

THIS AMENDMENT No 1 (AMENDMENT) to the Cooperative Agreement No 17-1001603 (AGREEMENT) is made and entered into by and between the San Bernardino County Transportation Authority (hereinafter referred to as AUTHORITY) and the City of Redlands (hereinafter referred to as CITY) AUTHORITY and CITY may be referred to herein as a "PARTY" and collectively "PARTIES"

RECITALS

A. AUTHORITY and CITY entered into the AGREEMENT on November 9, 2016, to delineate their respective roles, responsibilities, and funding commitments relative to the Project Management, Planning, Environmental, PS&E, ROW and Construction activities of the Alabama Street and Interstate 10 interchange in the City of Redlands (PROJECT), and

B Pursuant to the AGREEMENT, AUTHORITY is the lead agency for the PROJECT and is responsible for the diligent undertaking and completion of the Planning, Environmental, PS&E, ROW, and Construction phases of the PROJECT, and

C The AGREEMENT presently provides that the cost of the PROJECT is estimated at $10,968,000 which includes $330,000 for AUTHORITY to provide project management services for the Planning, Environmental, PS&E, ROW, and Construction phases of the PROJECT, and

D The PROJECT is now estimated to cost a total of $15,150,600 which includes $330,000 for the AUTHORITY to provide project management services for the Planning, Environmental, PS&E, ROW, and Construction Phases of the PROJECT, and

E. On November 13, 2019, the California Department of Transportation (Caltrans) committed to make a financial contribution (FCO) of $1,250,000 towards the construction of the eastbound off-ramp widening portion of the PROJECT, and

F The remaining PROJECT cost, aside from AUTHORITY project management costs and the abovementioned Caltrans FCO, now is estimated at $13,570,600, which shall be funded with 50.5% Development Share funds and 49 5% Public Share funds, as defined by AUTHORITY's Nexus Study and the Measure I 2010-2040 Strategic Plan, and

G The PARTIES desire to amend the AGREEMENT, and its Attachment A, to redefine their respective funding responsibilities based on the revised PROJECT costs and to provide a new, updated, estimated schedule for completion of the PROJECT

IT IS THEREFORE MUTUALLY AGREED TO AMEND THE AGREEMENT AS FOLLOWS:

1 Section III. C of the AGREEMENT is amended in its entirety to read as follows.

To contribute towards the Planning, Environmental, PS&E, ROW, Construction and Project Closeout phases of the PROJECT cost an amount not to exceed $6,717,447, as shown in Attachment A. The actual cost of specific phase may ultimately vary from the estimates provided in Attachment A, however, under no circumstances is the total combined AUTHORITY contribution to exceed $6,717,447 without an amendment to this Agreement.

2. Section III.J of the AGREEMENT, is amended in its entirety to read as follows

To provide CITY an opportunity to review and comment on the Planning, Environmental, PS&E, ROW, and Construction documents. For construction change orders, the construction change order documents submitted to AUTHORITY by contractors performing construction work on the PROJECT will be forwarded to CITY for review and comment.

3 Section IV A of the AGREEMENT is amended in its entirety to read as follows

To reimburse AUTHORITY for the actual costs incurred estimated at $6,853,153 towards the Planning, Environmental, PS&E, ROW, Construction and Project Closeout phases of the PROJECT cost and $330,000 for AUTHORITY project management for a total amount not to exceed $7,183,153, as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A, however, under no circumstances is the total combined CITY contribution to exceed $7,183,153 or AUTHORITY project management costs to exceed $330,000 without an amendment to this Agreement.

4 Section IV of the AGREEMENT is amended by the addition of Subsection G which shall read as follows

To provide permits, inspections, reviews, and oversight at no cost to AUTHORITY or to consultants and contractors contracted by AUTHORITY to work on the PROJECT

5 Section V.R of the AGREEMENT is amended in its entirety to read as follows

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.

If to AUTHORITY	Paula Beauchamp Director of Project Delivery 1170 West Third Street, Second Floor San Bernardino, CA 92410-1715 Telephone: (909) 884-8276
If to CITY	City Clerk City of Redlands 35 Cajon Street P O Box 3005 (mailing) Redlands, CA 92373 jdonaldson@cityofredlands.org (909) 798-7531

6 Attachment A to the AGREEMENT is amended and replaced in its entirety with Attachment A to this AMENDMENT, which is attached to and made a part of this AMENDMENT

7 PARTIES understand that the PROJECT cost provided in this AMENDMENT is an estimate and there is a potential for cost increases or decreases. If a cost increase becomes apparent, PARTIES agree to work in good faith to amend the AGREEMENT

8 All other terms and conditions of the AGREEMENT shall remain in full force and effect.

9 This AMENDMENT is deemed to be included and made part of the AGREEMENT

10 This AMENDMENT is effective upon execution by AUTHORITY

----------SIGNATURES ON FOLLOWING PAGE----------

SIGNATURE PAGE TO
AMENDMENT NO. 1 TO COOPERATIVE AGREEMENT NO. 17-1001603
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
and CITY OF REDLANDS

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

By _____
Frank J. Navarro
President, Board of Directors

Date AUG 17, 2020

CITY OF REDLANDS

By _____
Paul W Foster
Mayor, City of Redlands

Date 6/16/20

APPROVED AS TO FORM

By _____ 8/12/2020
Juanda L. Daniel
Assistant General Counsel

APPROVED AS TO FORM

By _____
Daniel J McHugh
City Attorney

CONCURRENCE

By _____
Jeffery Hill
Procurement Manager

ATTEST

By _____
Jeanne Donaldson
City Clerk

Attachment A

PROJECT DESCRIPTION

The project funding is based on a design layout that adds two lanes each on the westbound and eastbound off-ramps, adds a northbound right-turn lane to eastbound on-ramp, and adds a southbound right-turn lane to the westbound on-ramp

PROJECT FUNDING TABLE

Public Share: 49.5%
Nexus Development Impact Fee Share (DIF or "Local Share") 50.5%
Caltrans Financial Contribution (FCO) Lump Sum $1,250,000

	Project Cost*	**Public Share****	**DIF**	**Caltrans FCO*****
Planning, Environmental, Design, and Right-of-way	$1,920,600	$950,697	$969,903	$0
Construction Management	$1,500,000	$742,500	$757,500	$0
Construction Capital	$10,900,000	$4,776,750	$4,873,250	$1,250,000
Landscape Maintenance (EEP)	$500,000	$247,500	$252,500	$0
Project Management	$330,000	$0	$330,000	$0
	$15,150,600	**$6,717,447**	**$7,183,153**	**$1,250,000**

*Project Cost is based on 2019's Authority's Estimate At Completion and 65% Engineer's Estimate
**Public Share will be funded with Measure I Valley Freeway Interchange fund
***Caltrans FCO will be available in fiscal year 2020/2021 upon execution of a separate cooperative agreement between Authority and Caltrans

PROJECT SCHEDULE

Milestones	Estimated Completion Date (Actual)
Environmental Approval	(February 2019)
PS&E Approval	December 2020
Construction Contract Award	April 2021
Complete for Beneficial Use	March 2022

City Council/Successor Agency Meeting **I. 9.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Adopt Resolution No. 8385 amending the City's Water Efficiency Rebate Program, an additional appropriation in the amount of $50,000 from the Water Fund; and determine that adoption of this resolution is exempt from environmental review in accordance with 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 that the staff recommendation is appropriate, the following motions are provided:

1. I move that City Council determine adoption of Resolution No. 8385 is exempt from environmental review in accordance with Section 15061(B)(3) of the State guidelines implementing the California Environmental Quality Act; and

2. I move that City Council approve an additional appropriation in the amount of $50,000 from the Water Fund; and

3. I move that City Council adopt Resolution No. 8385.

RECOMMENDATION:

Staff recommends that the City Council determine adoption of Resolution No. 8385 is exempt from environmental review in accordance with Section 15061(B)(3) of the State guidelines implementing the California Environmental Quality Act; approve an additional appropriation in the amount of $50,000 from the Water Fund, and approve Resolution No. 8385 amending the City's Water Efficiency Rebate Program.

DISCUSSION:

Pursuant to Governor Newsom's March 28, 2022 Executive Order, the California Water Resources Control Board (“Water Board”) recently adopted an emergency water conservation regulation that bans the use of potable water irrigation of non-functional turf at commercial, industrial, and institutional properties. In order to remain compliant with this emergency water conservation regulation and to encourage additional water conservation within the Redlands water service area, staff recommends City Council approval of Resolution No. 8385, which rescinds Resolution No. 7655 and expands the water conservation rebate program.

Resolution No. 8385 increases the cap for both the Drought Tolerant Landscape Conversion and the Synthetic Turf/Irrigation-less Groundcover Conversion rebates. The current Drought Tolerant Landscape Conversion rebate is $0.61 per square foot with a cap of $500. Staff recommends increasing this rebate to $1 per square foot with a cap of $1,000. The current Synthetic Turf/Irrigation-less Groundcover Conversion rebate is $1 per square foot with a cap of $300. Staff recommends increasing the cap to $1,000. Staff also recommends increasing the High Efficiency Washing Machine rebate from $100 to $200. Staff believes these revisions will increase participation in the rebate program and reduce outdoor water use. Staff has also received input from residents stating that other local agencies have higher rebates for turf removal and washing machines. Similar rebates are offered by other local municipalities and water agencies.

The City of Redlands is located within the San Bernardino Valley Municipal Water District's ("Valley District") service area. Valley District is a State Water Project Contractor and purchases imported water directly from the State Water Project ("SWP"). As a water retail agency within the Valley District service area, the City of Redlands annually receives Valley District reimbursement for water conservation efforts. Valley District has budgeted $30,000 for this reimbursement in Fiscal Year 22/23. This reimbursement will partially offset the additional appropriation necessary to expand the water conservation rebate program.

Finally, adoption of the Resolution is exempt from environmental review in accordance with California Environmental Quality Act Section 15061(B)(3) since it is reasonably certain that this action will have no significant negative environmental effect.

ALTERNATIVES:

City Council may deny the staff recommendation. However, staff highly recommends approval of this resolution in order to remain compliant with regulatory agency water conservation requirements and to encourage residents to participate in the rebate program to conserve water.

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:
Jasmine Orozco Clark, Water Conservation Specialist

Fiscal Impact

Fiscal Year:	FY 22/23
Appropriation Required Y/N:	Yes
Amount:	$50,000
Budgeted Y/N:	No
Account No.:	501900

Discussion:

An additional Water Fund appropriation of $50,000 is necessary to fund the additional water conservation program rebates recommended by staff. The undesignated Water Fund balance is projected to be $18.4M on October 31, 2022.

Attachments

Resolution No. 8385
B. Resolution No. 7655 (reference only)
Additional Appropriation Form

RESOLUTION NO. 8385

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS IMPLEMENTING A WATER EFFICIENCY REBATE PROGRAM AND RESCINDING RESOLUTION NO. 7655

WHEREAS, pursuant to the State's Water Conservation Act of 2009, the City of Redlands is required to reduce per capita water use 20 percent by the year 2020;

WHEREAS, on February 21, 2012, the City Council of the City of Redlands ("City Council") approved Resolution No. 7125 establishing a water efficiency rebate program in an effort to encourage water conservation;

WHEREAS, on July 29, 2014, the California State Water Resources Control Board ("Water Board"), in an effort to increase water conservation during the current drought, required mandatory watering restrictions, which have since been modified by the Water Board, but continue to be observed locally;

WHEREAS, on May 19, 2015, the City of Redlands adopted Resolution No. 7523 amending a water efficiency rebate program and rescinded Resolution No. 7125;

WHEREAS, on June 21, 2016, the City of Redlands adopted the 2015 Regional Urban Water Management Plan which identifies programs and demand management measures to reduce per capita water use;

WHEREAS, on July 5, 2016, the City of Redlands adopted Resolution No. 7655 amending a water efficiency rebate program and rescinded Resolution No. 7523;

WHEREAS, pursuant to the March 28, 2022, Executive Order the California Water Resources Control Board ("Water Board") adopted an emergency water conservation regulation. The new regulation bans the use of potable water for irrigation at commercial, industrial, and institutional properties;

WHEREAS, the City desires to encourage water conservation efforts, particularly during times of drought, by revising the water efficiency rebate program ("Program") incentives; and

WHEREAS, after a careful review of the Program, this City Council specifically finds that:

A. The Program will continue to assist the City in complying with the mandates in the Water Conservation Act of 2009 and encourage water conservation efforts during periods of drought; and

B. The City's Program may be modified from time to time to improve effectiveness and to meet the changing needs of the City and its customers.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS as follows:

Section 1. Resolution No. 7655 is hereby rescinded; and

Section 2. The Water Efficiency Rebate Program attached hereto as Exhibit "A" is hereby established and approved by the City Council.

ADOPTED, SIGNED AND APPROVED this 4th 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 4th day of October 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Jeanne Donaldson, City Clerk

10/4/2022

EXHIBIT "A"
Water Efficiency Rebate Program
Program Details

Qualifications and Rules:

1. Participants must be a City of Redlands (City) water customer, and the project site must be located within the City's water service area.
2. Rebate eligibility requires pre-inspection prior to beginning of work and post-inspection after work is completed to ensure implementation and use of rebated products. Inspections are provided free of charge to customers.
3. Customer must provide the City with itemized dated purchase receipt(s) for any product included in this program.
4. All applications must be complete and signed for rebate eligibility.
5. Complete applications must include a completed Internal Revenue Service (IRS) Form W-9. If a customer receives more than $600 in rebate credit within a calendar year, the IRS requires a Form 1099 be issued. This line item is subject to change pending IRS requirements.
6. Rebates will not exceed the purchase amount of the product.
7. Rebates will be processed on a first-come, first-served basis until funds for the fiscal year are exhausted.
8. Additional eligibility requirements listed within the incentive item description must be met to receive rebates for these items.
9. After validation of purchase and installation of eligible product, customer will receive a rebate in the form of a credit to their utility bill. Providing customer remains an active customer, the credit will roll over onto the next bill until exhausted.
10. If an account is closed and a balance credit remains, a cash credit will not be given. However, a balance credit can roll over to a new account providing the new account is opened at the closing of the first account and the account holder is the same.
11. Work must take place within 90 days after pre-inspection clearance. If post-inspection or request for extension is not completed within 90 days, money allocated for the customer's project will be redirected back into available funds and another rebate. Upon request, one 30-day extension will be given.

Disclaimer:

The City reserves the right to deny applications if any conditions or qualifications are not met. Pre-inspections, post-inspections; and submission or possession of a rebate application does not guarantee a rebate/bill credit. The City reserves the right to change the terms of this program at its discretion at any time. Program participants waive and release the City from any and all claims and causes of action arising from the installation or use of rebated item. Any claim based upon defect or failure of performance of rebated item should be pursued with the manufacturer/distributor. The City is not responsible for receipts or paperwork lost in the U.S. mail. The City does not guarantee any participation in this program will result in a lower water utility bill. Customer is responsible for complying with local ordinances, restrictions, rules and regulations prior to beginning work. At any time this program can be subject to change or termination without prior notice. If awarded a rebate, rebate is expected to show as a credit on the customer's next billing cycle following the date of rebate awarded.

10/4/2022

INCENTIVE ITEM DESCRIPTIONS

High Efficiency Sprinklers:

High efficiency sprinklers are designed to reduce water waste and can be either rotary or spray heads. Instead of a fixed stream of water, rotary heads deliver multiple streams, reducing water waste. Rotary heads also deliver a wider stream and distribute less precipitation, decreasing overspray and runoff. Newer spray heads are designed to distribute water more efficiently and with more precision while using less water. Increase in water droplet size in newer spray heads reduces overspray while increasing droplets applied to vegetation. For rebate eligibility, high efficiency sprinklers must:

- Be new; and
- Have documentation (spec sheet, pamphlet, sticker, etc.) signifying water efficiency.

Additionally, there is no minimum sprinkler requirement to be eligible for rebate, however all sprinklers on an individual valve circuit must be replaced at the same time with the same model sprinkler for effective conservation and matched precipitation.

Weather-Based Irrigation Controllers:

Water-based irrigation controllers (WBICs) improve irrigation efficiency by reducing or eliminating irrigation run times based on weather, thus reducing unnecessary irrigation throughout the City's service area. WBICs have a weather based component that tracks current weather conditions by use of a weather sensor and will turn off or modify irrigation if precipitation is present or irrigation is not needed. To be eligible for rebate, WBICs must be:

- New;
- Capable of odd/even day irrigation scheduling;
- Replace an operable automated irrigation controller;
- Include a weather sensor OR the purchase and installation of a weather sensor that is compatible with the existing irrigation timer, thus making it a weather-based irrigation controller.

Synthetic Turf/Irrigation-less Groundcover Conversion:

Synthetic turf/irrigation-less groundcover conversions eliminate substantial amounts of water used for turf irrigation. Watering costs and turf maintenance may also be reduced. To be eligible for rebate:

- Conversion must be approved by applicable homeowners associations prior to work beginning;
- A weed blocking material must cover the area beneath groundcover;
- Irrigation must be capped or removed; and
- For conversions in areas zoned residential, the use of decorative rock, gravel or hardscape in landscape within the front yard shall be consistent with Redlands Municipal Code Section 18.168.120 and all other applicable codes.

Additionally, synthetic turf/irrigation-less groundcover must:

- Be water and air permeable*;
- Be installed by the homeowner or licensed contractor;
- Replace living, irrigated turf; and
- Require zero water use.

*Solid concrete is not eligible for rebate. If bricks/pavers are used, they must be spaced at least ¼" apart to ensure water percolation.

High Efficiency Washing Machines:

High efficiency washing machines (HEWs) yield savings in both water and electricity. HEW's maximum water factor is 6 (gallons per cycle per cubic foot) and use 40% less water than conventional washing machines. Reduction in water usage also reduces energy usage. For rebate eligibility, all HEWs must:

- Be new;
- Be a current Energy Star qualified clothes washing machine, as found at www.energystar.gov;
- Have a water factor of 6 or less per load; and
- Replace a unit that uses a higher water factor than 6 per load.

High Efficiency Toilets:

High efficiency toilets (HETs) are toilets that have a low volume flush of 1.28 gallons per flush (GPF) or less. For rebate eligibility, all HETs must be:

- New;
- WaterSense certified and currently listed on www.epa.gov/watersense;
- Replacing models using 3.5 GPF or greater; and
- 1.28 GPF or less.

Drought Tolerant Plant Conversions:

Drought tolerant plant conversions are eligible for rebate if replacing living, irrigated turf. Further eligibility requirements for this rebate are:

- Customer must provide list of plants that they will be using at time of pre-inspection;
- All plant material must be low water use and listed on www.ie.watersavingplants.com
- Areas not covered by plant material must be covered with weed block material;
- Base of all plants must be covered with 2" of mulch (minimum) to ensure retention of moisture;
- All sprinklers must be capped and replaced with drip or micro sprinkler irrigation;
  For conversions in areas zoned residential, the use of decorative rock, gravel or hardscape in landscape within the front yard shall be consistent with Redlands Municipal Code Section 18.168.120 and all other applicable codes.

Small Grove Irrigation System Retrofit:

For rebate eligibility, at pre-inspection groves must:

- Currently irrigate using spray heads, rotary heads, rotors, soaker hoses, or flood irrigation;
- Irrigate twenty or more fruit trees;
- Contain healthy trees.

To receive post-inspection approval:

- Grass and mulches must be cleared from the base of the tree (should not encroach within the canopy line of a tree);
- Installation of weather based irrigation controller (WBIC);
- Capping or removal of previous irrigation system;
- Copy of receipts; and
- Completed water audit with City staff.

Other:

Additional conversions or products that can prove to reduce water consumption will also be available for rebate. This allows Redlands customers, particularly in the industrial and commercial uses to explore ways to improve water efficiency in their businesses. By offering incentives for additional water savings, given their ability to prove and validate water reduction, customers will be encouraged to practice water conservation in various methods resulting in additional water savings.

Rebate Amounts:
Incentive items and their rebate amounts are as follows:

Incentive Item	Rebate Amount
High Efficiency Sprinklers	$4/sprinkler
Weather-Based Irrigation Controllers	$150 each
Synthetic Turf/ Irrigation-less Groundcover Conversion	$1/square foot, maximum rebate: $1,000
High Efficiency Washing Machines	$200 each
High Efficiency Toilets	$100 each
Drought Tolerant Plant Conversions	$1/square foot, maximum rebate: $1,000
Small Grove Irrigation System Retrofit	Up to $1,000
Other	$1/ 150 gallons saved per year

Note: Total rebate amounts combined shall not exceed $1,000 per customer/per fiscal year.

RESOLUTION NO. 7655

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS IMPLEMENTING A WATER EFFICIENCY REBATE PROGRAM AND RESCINDING RESOLUTION NO. 7523

WHEREAS, pursuant to the State's Water Conservation Act of 2009, the City of Redlands is required to reduce per capita water use 20 percent by the year 2020; and

WHEREAS, on February 21, 2012, the City Council of the City of Redlands ("City Council") approved Resolution No. 7125 establishing a water efficiency rebate program in an effort to encourage water conservation; and

WHEREAS, on July 29, 2014, the California State Water Resources Control Board ("Water Board"), in an effort to increase water conservation during the current drought, required mandatory watering restrictions, which have since been modified by the Water Board, but continue to be observed locally; and

WHEREAS, on June 21, 2016, the City of Redlands adopted the 2015 Regional Urban Water Management Plan which identifies programs and demand management measures to reduce per capita water use; and

WHEREAS, the City desires to maintain water conservation efforts during times of drought and modify the water efficiency rebate program ("Program") incentives; and

WHEREAS, after a careful review of the Program, this City Council specifically finds that:

A. The Program will continue to assist the City in complying with the mandates in the Water Conservation Act of 2009 and assist in continued water conservation efforts needed as a result of drought; and
B. The City's Program may be modified from time to time to improve its effectiveness and to meet the changing needs of the City and its customers.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS as follows:

Section 1. Resolution No. 7523 is hereby rescinded;

Section 2. The Water Efficiency Rebate Program attached hereto as Exhibit "A" is hereby established and approved by the City Council.

ADOPTED, SIGNED AND APPROVED this 5th day of July, 2016.

Paul W. Foster, Mayor

ATTEST:

Sam Irwin, City Clerk

I, Sam Irwin, City Clerk of the City of Redlands, do hereby certify that the foregoing Resolution was duly adopted by the City Council at a regular meeting thereof held on the 5th day of July, 2016 by the following vote:

AYES: Councilmembers Harrison, Gilbreath, Barich, James; Mayor Foster
NOES: None
ABSENT: None
ABSTAIN: None

Sam Irwin, City Clerk

EXHIBIT "A"
Water Efficiency Rebate Program
Program Details

Qualifications and Rules:

1. Participants must be a City of Redlands (City) water customer, and the project site must be located within the City's service area.
2. Rebate eligibility requires pre-inspection prior to beginning of work and post-inspection after work commences to ensure implementation and use of rebated products. Inspections are provided free of charge to customers.
3. Customer must provide the City with itemized dated purchase receipt(s) for any product included in this program.
4. All applications must be complete and signed for rebate eligibility.
5. Complete applications must include a completed Internal Revenue Service (IRS) Form W-9. If a customer receives more than $600 in rebate credit within a calendar year, the IRS requires a Form 1099 be issued. This line item is subject to change pending IRS requirements.
6. Rebates will not exceed the purchase amount of the product.
7. Rebates will be processed on a first-come, first-served basis until funds for the fiscal year are exhausted. Eligibility lists for future incentives/rebates will not be maintained.
8. Additional eligibility requirements listed within the incentive item description must be met to receive rebate for items.
9. After validation of purchase and installation of eligible product, customer will receive a rebate in the form of a credit to their utility bill. Providing customer remains an active customer, the credit will roll over onto the next bill until exhausted.
10. If an account is closed and a balance credit remains, a cash credit will not be given. However, a balance credit can roll over to a new account providing the new account is opened at the closing of the first account and the account holder is the same.
11. Work must take place within 90 days after pre-inspection clearance. If post-inspection or request for extension is not completed within 90 days, money allocated for the customer's project will be redirected back into available funds and another rebate. Upon request, one 30-day extension will be given.

Disclaimer:

The City reserves the right to deny applications if any conditions or qualifications are not met. Pre-inspections, post-inspections; and submission or possession of a rebate application does not guarantee a rebate/bill credit. The City reserves the right to change the terms of this program at its discretion at any time. By participating in this program, you waive and release the City from any and all claims and causes of action arising out of the installation or use of rebated item. Any claim based upon defect or failure of performance of rebated item should be pursued with the manufacturer/distributor. The City is not responsible for receipts or paperwork lost in the U.S. mail. The City does not guarantee any participation in this program will result in a lower water utility bill. Customer is responsible for complying with local ordinances, restrictions, rules and regulations prior to beginning work. At any time this program can be subject to change or termination without prior notice. If awarded a rebate, rebate is expected to show as a credit on the customer's next billing cycle following the date of rebate awarded.

INCENTIVE ITEM DESCRIPTIONS

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- Be new; and
- Have documentation (spec sheet, pamphlet, sticker, etc.) signifying water efficiency.

Additionally, there is no minimum sprinkler requirement to be eligible for rebate, however all sprinklers on an individual valve circuit must be replaced at the same time with the same model sprinkler for effective conservation and matched precipitation.

Weather-Based Irrigation Controllers:

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- New;
- Capable of odd/even day irrigation scheduling;
- Replace an operable automated irrigation controller;
- Include a weather sensor OR the purchase and installation of a weather sensor that is compatible with the existing irrigation timer, thus making it a weather-based irrigation controller.

Synthetic Turf/Irrigation-less Groundcover Conversion:

Synthetic turf/irrigation-less groundcover conversions eliminate substantial amounts of water used for turf irrigation. Watering costs and turf maintenance may also be reduced. To be eligible for rebate:

- Conversion must be approved by applicable homeowners associations prior to work beginning;
- A weed blocking material must cover the area beneath groundcover;
- Irrigation must be capped or removed; and
- For conversions in areas zoned residential, the use of decorative rock, gravel or hardscape in landscape within the front yard shall be consistent with Redlands Municipal Code Section 18.168.120 and all other applicable codes.

Additionally, synthetic turf/irrigation-less groundcover must:

- Be water and air permeable*;
- Be installed by the homeowner or licensed contractor;
- Replace living, irrigated turf; and
- Require zero water use.

*Solid concrete is not eligible for rebate. If bricks/pavers are used, they must be spaced at least ¼" apart to ensure water percolation.

High Efficiency Washing Machines:
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- Be new;
- Be a current Energy Star qualified clothes washing machine, as found at www.energystar.gov;
- Have a water factor of 6 or less per load; and
- Replace a unit that uses a higher water factor than 6 per load.

High Efficiency Toilets:
High efficiency toilets (HETs) are toilets that have a low volume flush of 1.28 gallons per flush (GPF) or less. For rebate eligibility, all HETs must be:

- New;
- WaterSense certified and currently listed on www.epa.gov/watersense;
- Replacing models using 3.5 GPF or greater; and
- 1.28 GPF or less.

Drought Tolerant Plant Conversions:
Drought tolerant plant conversions are eligible for rebate if replacing living, irrigated turf. Further eligibility requirements for this rebate are:

- Customer must provide list of plants that they will be using at time of pre-inspection;
- All plant material must be low water use and listed on www.watersavinggardenfriendly.com;
- Areas not covered by plant material must be covered with weed block material;
- Base of all plants must be covered with 2" of mulch (minimum) to ensure retention of moisture;
- All sprinklers must be capped and replaced with drip or micro sprinkler irrigation;
  For conversions in areas zoned residential, the use of decorative rock, gravel or hardscape in landscape within the front yard shall be consistent with Redlands Municipal Code Section 18.168.120 and all other applicable codes.

Small Grove Irrigation System Retrofit:
For rebate eligibility, at pre-inspection groves must:

- Currently irrigate using spray heads, rotary heads, rotors, soaker hoses, or flood irrigation;
- Irrigate twenty or more fruit trees;
- Contain healthy trees.

To receive post-inspection approval:

- Grass and mulches must be cleared from the base of the tree (should not encroach within the canopy line of a tree);
- Installation of weather based irrigation controller (WBIC);
- Capping or removal of previous irrigation system;
- Copy of receipts; and
- Completed water audit with City staff.

Other:
Additional conversions or products that can prove to reduce water consumption will also be available for rebate. This allows Redlands customers, particularly in the industrial and commercial uses to explore ways to improve water efficiency in their businesses. By offering incentives for additional water savings, given their ability to prove and validate water reduction, customers will be encouraged to practice water conservation in various methods resulting in additional water savings.

Rebate Amounts:
Incentive items and their rebate amounts are as follows:

Incentive Item	Rebate Amount
High Efficiency Sprinklers	$4/sprinkler
Weather-Based Irrigation Controllers	$150 each
Synthetic Turf/ Irrigation-less Groundcover Conversion	$1/square foot, maximum rebate: $300
High Efficiency Washing Machines	$100 each
High Efficiency Toilets	$100 each
Drought Tolerant Plant Conversions	$.61/square foot
Small Grove Irrigation System Retrofit*	Up to $1,000
Other	$1/ 150 gallons saved per year

TOTAL REBATE AMOUNTS COMBINED SHALL NOT EXCEED $500 PER CUSTOMER/ PER FISCAL YEAR.*

*Small Grove Irrigation System Retrofit rebates are exempt from $500 cap and has limited funding. Item will be discontinued when funds are exhausted.

CITY OF REDLANDS
REQUEST FOR ADDITIONAL APPROPRIATION

DATE OF REQUEST: 8/27/2022

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**
Special Program Expenditures	501900	6708		$ 50,000.00
				$ $ 50,000.00

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

JUSTIFICATION: An expanded budget will allow the Water Conservation Division to increase participation in the rebate program, thus reducing outdoor water usage and removal of water-thirsty turf.

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/Successor Agency Meeting **I. 10.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the License Agreement with Juan Morales doing business as The Dog House for a hot dog food truck located at the City's Corporate Yard, 1270 W. Park Avenue, and determination that approval of the agreement is exempt from environmental review pursuant to Section 15301 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 to determine 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

2. I move to approve 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.

RECOMMENDATION:

Staff recommends that the City Council approve the License Agreement with Juan Morales, doing business as "The Dog House", to operate a hot dog food truck for an outdoor dining area located at the City's Corporate Yard, 1270 W. Park Avenue, and determine that approval of the project is categorically exempt from further environmental review pursuant to Section 15301 of the California Environmental Quality Act Guidelines.

DISCUSSION:

The City of Redlands Corporate Yard provides alternative fuel to customers seven days a week. It is also a significant revenue source for the City, generating approximately $1.1 Million in sales annually. As part of the City's ongoing efforts to retain existing and attract new fuel sales customers, multiple projects have been undertaken to enhance the area's curb appeal, create a pedestrian-friendly environment, and provide additional revenue-generating opportunities.

Juan Morales, the owner of The Dog House, has operated his hot dog food truck on a portion of the City's Corporate Yard at 1270 W. Park Avenue under a License Agreement since September 2020. The proposal is to renew the License Agreement for an additional one (1) year term to permit the continued use of 324 square feet of the Yard to operate a hot dog food truck for an outdoor dining area . Per the License Agreement, Mr. Morales will maintain this area and ensure compliance with the License Agreement and all applicable laws. The License Agreement requires a monthly rent of $400, which is based on appraisals conducted for similar outdoor areas in the City, that were also licensed for outdoor dining purposes.

Staff recommends that the License Agreement is categorically exempt from the requirements of the California Environmental Quality Act guidelines pursuant to Section 15301. This section pertains to existing facilities and applies when there is no resulting expansion of use. The project is consistent with this exemption as it is within a developed portion of the corporate yard and will primarily service existing customers of the fuel island.

ALTERNATIVES:

The City Council may decline the approval of the License Agreement or provide alternative direction to staff.

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:
Monica Duran, Senior Administrative Assistant

Fiscal Impact

Fiscal Year: FY 2022-23
Revenue Generating: Yes
Amount: $4,800.00
Account No.: 101303
Discussion:
The License Agreement with Juan Morales will provide monthly revenue in the amount of $400.00 per month or $4,800.00 annually, which will be deposited into the General Fund.

Attachments

A. License Agreement with Juan Morales

LICENSE AGREEMENT BY AND BETWEEN THE CITY OF REDLANDS AND JUAN MORALES DOING BUSINESS AS "THE DOG HOUSE"

This License Agreement ("Agreement") is made and entered this 4th day of October 2022 ("Effective Date"), by and between the City of Redlands, a municipal corporation and general law city ("City"), and Juan Morales, an individual dba "The Dog House" ("Licensee"). City and Licensee are sometimes individually referred to herein as a "Party" and, together, as the "Parties."

RECITALS

WHEREAS, Licensee is the owner and operator of a hot dog food truck commonly known as "The Dog House", located at the City of Redlands' Corporate Yard, 1270 W. Park Avenue, ("Corporate Yard") and is licensed and permitted to operate in the City of Redlands; and

WHEREAS, City is the owner in fee simple of the Corporate Yard particularly described in Exhibit "A" attached hereto and incorporated by reference herein; and

WHEREAS, Licensee desires to establish an outdoor dining venue within the Corporate Yard; and

WHEREAS, City and Licensee desire to cooperate to further the above-stated purpose in a way compatible with the public interest;

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

AGREEMENT

Section 1. Premises. City hereby grants to Licensee a revocable, non-exclusive license to operate a hot dog food truck and provide outdoor dining services in connection with the operation of the hot dog food truck at the Corporate Yard (the "License"). The outdoor dining area subject to this Agreement consists of approximately three hundred twenty-four (324) square feet (the "Premises") and is more particularly described in Exhibit "A.

Section 2. Acknowledgment of License and Disclaimer of Tenancy.

A. Licensee acknowledges and agrees that City is the owner of Premises and that nothing in this License grants to Licensee any rights, title or interest in the Premises, except for the revocable, non-exclusive right to use the Premises as provided in this License. Licensee is not a tenant or lessee of City and holds no rights of tenancy or leasehold in relation to the Premises.

B. In consideration of City's grant of this License, Licensee specifically and expressly waives, releases, and relinquishes any and all rights to assert any claim of right, privilege or interest in the Premises other than the rights expressly granted by this License.

C. The consideration paid by Licensee pursuant to Section 4 of this Agreement is consistent with the value of the rights comprising the License privilege; the consideration is not consistent with the higher market value for a greater right, privilege, or interest (such as a lease) in the Premises.

D. Licensee further acknowledges and agrees that without the representations and agreements set forth herein, City would not enter into this Agreement.

Section 3. Term. The term of this Agreement shall commence on September 20, 2022, and end on September 30, 2023, unless earlier terminated as provided for herein. Either Party may terminate this Agreement by providing written notice of such termination to the other Party at least thirty (30) days prior to the noticed termination date. Upon termination or expiration of this License, and upon request of Licensor, Licensee shall remove, as requested by Licensor, any improvements, fixtures, equipment and other personal property placed upon the Premises by Licensee. The cost and expense of such removal, together with the repair of any damage, occasioned thereby, will be borne solely by the Licensee. If Licensee remains in possession of the Premises after expiration or earlier termination of this Agreement without City's written consent, Licensee's continued occupancy of the Premises shall be equivalent to a tenancy at sufferance and Licensee shall pay an increased License fee during the holdover period in the sum of one thousand dollars ($1,000) per month.

Section 4. License Fee. Licensee shall pay to City a monthly fee in the sum of four hundred ($400.00) dollars for use and occupancy of the Premises. All subsequent monthly fee payments shall be made on or before the second day of each month for which the fee is then due. All payments are to be made payable to the City of Redlands, Finance Department/Revenue Division, P.O. Box 3005, Redlands, California, 92373. A late fee of fifty dollars ($50) shall be added and due for any fee payment made after the tenth day of the month.

Section 5. Security Deposit. The security deposit shall be retained by City in compliance with the terms and conditions of this Agreement, and shall be refunded to Licensee within thirty (30) days after the Premises have been vacated by Licensee, less any amounts reasonably necessary to pay City for, (i) cleaning costs, (ii) cost for repair or damages to the Premises exclusive of ordinary wear and tear, and (iii) any other amount legally allowable under the provisions of this Agreement. A written accounting of said costs and damages shall be presented to Licensee within ten (10) days of the Premises being vacated. If the security deposit is insufficient to pay City for such costs and damages, Licensee shall immediately pay any additional costs for damages demanded by City.

Section 6. Use of Premises.

A. Licensee shall use the Premises solely for the purpose of outdoor dining associated with Licensee's operation of its hot dog food truck and no other uses.

B. The hours of operation for the Premises shall be limited to 9:00 a.m. to 4:00 p.m., Monday through Friday.

C. Licensee's use of the Premises shall not jeopardize or endanger the health, welfare, peace, or safety of persons visiting, residing, working, or conducting business in the surrounding area.

D. During the term of this License, Licensee shall comply with all applicable federal, state, and local laws, and all applicable rules and regulations established by City.

E. Licensee shall require all customers to vacate the Premises upon closure of its outdoor dining area at 4:00 p.m.

F. Licensee shall not serve alcohol on the Premises.

G. Licensee's operation of the Premises shall not result in nuisance activities within the Premises or in close proximity of the Premises, including but not limited to disturbance of the peace, illegal drug activity, public drunkenness, drinking in public, harassment of passersby, gambling, prostitution, sale of stolen goods, public urination, theft, assaults, batteries, acts of vandalism, littering, loitering, graffiti, illegal parking, excessive loud noises especially in the late night or early morning hours, traffic violations, curfew violations, lewd conduct, or police detentions and arrests.

H. Licensee shall ensure that the Premises' upkeep and operating characteristics are compatible with, and will not adversely affect, the livability or appropriate development of abutting properties and the surrounding neighborhood.

I. Licensee hereby grants City immediate access to the Premises in the event of an emergency, which is defined as any incident that threaten loss of life or property, interruptions of public utilities, disaster, war, acts of terrorism, strikes or similar emergencies.

Section 7. As-Is Condition. Licensee accepts the Premises in its "as-is" condition as of the Effective Date of this Agreement, without any warranty, express or implied.

Section 8. Maintenance of Premises. Licensee shall be responsible for maintaining the Premises in a clean and orderly state. Any damage to the Premises incurred due to Licensee's use of the Premises shall be the sole responsibility of Licensee. City shall have the right to enter the Premises, at reasonable times, for inspection and maintenance purposes. Should an inspection by City disclose the need for maintenance or repairs, City shall provide Licensee with written notice of the items requiring repair or maintenance. If action is not taken on such items by Licensee within five (5) days from the provision of such notice, City may enter the Premises and take whatever action is necessary to perform such maintenance or repairs at Licensee's expense.

Section 9. Indemnity. Licensee 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 Licensee's negligent acts or omissions, and willful misconduct of Licensee, and its contractors, agents, employees, guests and invitees arising from Licensee's occupation and use of the Premises or the improvements and equipment thereon during the term of this Agreement. This section shall survive any termination of this Agreement.

Section 10. Public Liability and Property Damage Insurance; Workers' Compensation Insurance. Licensee shall maintain at its own cost for the term of this Agreement, public liability and property damage insurance in the amount of one million dollars ($1,000,000) per occurrence and two million dollars ($2,000,000) in the aggregate, issued by an insurance company acceptable to City. Licensee shall provide City with a certificate of insurance and endorsements showing City as an additional insured on the policy prior to Licensee's use and occupancy of the Premises. Such insurance shall be primary with respect to City and non-contributory to any insurance or self-insurance maintained by City. The policy shall require that, before amending or canceling the policy, the issuing insurance company shall give City at least thirty (30) days prior written notice. City and Licensee acknowledge and agree that the insurance required of Licensee is subject to annual review by City and subject to increases in the amount and scope of coverage, as reasonably determined by City.

Licensee shall procure and maintain Worker's Compensation Insurance in such amount as will fully comply with the laws of the State of California, and which shall indemnify, insure and provide legal defense for both Licensee and City against any loss, claim or damage arising from injuries or occupational diseases happening to any worker employed by Licensee in, at or about the Premises.

Section 11. Assignment Prohibited. Licensee shall not encumber, assign, sublease or otherwise transfer this Agreement, or any right or interest therein, without the prior written consent of City. Any such encumbrance, assignment, sublease or transfer without such prior consent and approval of City shall constitute a breach of this Agreement and may, at the sole discretion of City, result in the immediate termination of this Agreement.

Section 12. Attorneys' Fees. 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.

Section 13. Notices. 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:	LICENSEE:
City Clerk	Juan Morales dba The Dog House
City of Redlands	817 South Lyon Avenue
35 Cajon Street	Hemet, CA 92543
P.O. Box 3005 (mailing)	Juansr62@yahoo.com
Redlands, CA 92373	951-807-1297
jdonaldson@cityofredlands.org	
909-798-7531	

Section 14. Entire Agreement/Amendment. This Agreement constitutes the entire agreement between the Parties with respect to the subject matter hereof. Any prior verbal or written representations or agreements respecting the Premises not expressly set forth herein are null and void. Any and all amendments to this Agreement shall be in writing and executed by the Parties.

Section 15. Termination. City shall have the right to terminate this License, with or without cause, upon thirty (30) days prior written notice to Licensee. City shall have no liability for any claims or damages resulting to Licensee as a result of any exercise by City of its right to terminate this License. This License may be terminated at the discretion of City should Licensee fail to fulfill its requirements as specified herein.

Section 16. Waiver. 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 or any other provision of this Agreement.

Section 17. Hazardous Materials. Licensee agrees that it will not allow or permit the use, storage, disposal or release on or about the Premises other improvements thereon of any Hazardous Materials by its officers, agents, contractors, employees, guest or invitees. As used herein, "Hazardous Materials" means any flammable explosives, radioactive materials, asbestos, PCB's, hazardous waste, toxic substances or any other "hazardous substances", "hazardous materials" or "toxic substances" as defined in any present or future federal, state or local law applicable to Premises or the improvements thereon, and the rules and regulations adopted or promulgated under or pursuant to the foregoing laws.

Section 18. Breach and Default by Licensee.

A. All covenants and agreements contained in this License are declared to be conditions of this License, and to the term for which the Premises are licensed to Licensee.

B. Should Licensee fail to perform or comply with any covenant, condition or agreement contained in this License (a "Default"), which by its nature is reasonably and practically subject to cure, and the Default is not cured within fifteen (15) days after written notice of the Default is served on Licensee by City, then Licensee shall be in breach of this License.

C. If the default is one which the Parties determine requires more than fifteen (15) days to cure, Licensee commence action to cure within such fifteen (15) days and prosecute such cure diligently until completion within a reasonable time. Licensee's failure to complete such cure within a reasonable time shall also constitute a default by Licensee.

D. The Parties acknowledge and agree that Licensee's failure to perform or comply with any covenant, condition or agreement in this License may be of such a one-time nature that such a Default is not subject to cure (e.g. Licensee's failure on a given day to abide by the hours of operation permitted by this License) (a "One-Time Default"). In such an event, City shall provide written notice to Licensee within five (5) business days of City's knowledge and determination of the occurrence of a One-Time Default. City's provision to Licensee of three such One-Time Default notices during the term of this License for Licensee's failure to perform or comply with the same (or similar) covenant, condition or agreement contained in this License shall constitute a breach by Licensee of this License.

Section 19. Amendment; Waiver. No term or provision of this License may be amended, altered, modified or waived orally or by course of conduct, but only by an instrument in writing signed by a duly authorized officer or representative of each Party. No waiver by either Party of any provision of this License, or waiver of any breach of this License, shall be deemed to be a waiver of any other provision of this License, or of any subsequent breach by either Party of the same or any other provision of this License.

Section 20. Governing Law; Venue. This License is to be governed by and construed in accordance with the laws of the State of California, without regard to the principles of conflicts of laws. Any action by a party to this Agreement to enforce or interpret the terms hereof shall be maintained in the courts in San Bernardino County.

Section 21. Attorneys' Fees. If either Party to this License brings an action to enforce the terms hereof or declare rights hereunder, the prevailing party in such action, on trial or appeal, shall be entitled to reasonable attorneys' fees to be paid by the non-prevailing party as fixed by the court.

Section. 22. Counterparts. This License Agreement may be executed in counterparts, each of which is an original but all of which together constitute but one and the same instrument.

Section 23. Severability. If any particular provision of this Agreement is held invalid or unenforceable for any reason by a court of competent jurisdiction, this Agreement shall otherwise remain in full force and effect and shall be construed in all respects as if such invalid or unenforceable provision was omitted.

[Signatures on Next Page]

Executed on the 4th day of October 2022, at Redlands, California

CITY OF REDLANDS

By: _____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

THE DOG HOUSE

By: _____
Juan Morales, Owner

Exhibit "A"
The Dog House



City Council/Successor Agency Meeting **I. 11.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve 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 (Assistant City Manager Boatman)

MOTION(S):

If the City Council determines that the request is appropriate, the following motion is provided:

I move to authorize the temporary street closure of New York Street and West Stuart Avenue for the Redlands Elks Veterans Car Show on October 15, 2022.

RECOMMENDATION:

Staff recommends that City Council approve the temporary street closure of New York Street and West Stuart Avenueon October 15, 2022, for the Redlands Elks Veterans Car Show.

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 issuing 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.

The non-profit organization, Redlands Elks Lodge, will be hosting a car show at Elks Lodge No. 583, located at 663 New York Street. The event will be held from 8:00 a.m. to 2:00 p.m., on October 15, 2022. The non-profit organization are requesting to use a portion of New York Street and West Stuart Avenue for

additional vehicles and parking for their car show event. The event is open to the public and intended to support the Elks Charities.

City staff has received confirmation from the two businesses, located at 650 and 700 New York St. respectively, and the two residents, located at 619 and 620 New York St. respectively, stating they do not have an objection to the temporary street closure.

ALTERNATIVES:

The City Council may elect to deny the temporary closure of New York Street and West Stuart Avenue.

STRATEGIC PLAN:

Priority A- Quality of Life, Strategic Objective 1. Beautification, Arts, and Culture. Enhance community events to better reflect Redlands' diversity and demographics.

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

Discussion:

If the event is approved, the applicant will pay any applicable fees associated with the event.

City Council/Successor Agency Meeting **I. 12.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the request to hold The Redlands Turkey Trot event hosted by Phoenix Hope International on November 24, 2022, within Sylvan Park and the surrounding area; authorize street closures related to the event; approve a request for in-kind support in the amount of $6,036 related to the event and determine that the approval of the request is exempt from environmental review pursuant to Section 15311(c) of the state's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

MOTION(S):

If the City Council determines that the requests are appropriate, the following motions are provided:

1. I move that the City Council determine 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;

2. I move to authorize 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;

3. I move to authorize the expenditure of city resources and in-kind support in the amount of $6,036 related to this event.

RECOMMENDATION:

Staff recommends that City Council determine 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 (CEQA). Staff further recommends that the City Council direct staff accordingly concerning the request for in-kind support and approve the temporary street closures related to the event.

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.

Phoenix Hope International has reserved Sylvan Park and is requesting the temporary closure of E. High Ave., Division St., E. Park Ave., N. University St., Sylvan Blvd., N. Grove St., E. Brockton Ave., and Chapel St., from 6:00 a.m. to 10:00 a.m. on Thursday, November 24, 2022, for the annual Turkey Trot event. Additionally, Phoenix Hope International is requesting in-kind support in the amount of $6,036 for departmental resources including Police personnel, and Facilities & Community Services personnel and equipment, and the reservations for Sylvan Park. Phoenix Hope International is a non-profit organization operating out of the City of Mesa, Arizona.

According to the submitted application, the event proceeds will be used to further mission goals, which include building schools, health clinics and other needed services in Guatemala. In addition, half of the event proceeds are donated to Redlands-based charities. In the past, the organization has donated to the Redlands Educational Partnership (REP), YouthHope, and to elementary, middle, and high schools in the City of Redlands.

Furthermore, 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 facilities, 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 elect to deny the request and direct staff accordingly.

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, Chief of Police

PREPARED BY:
Larry Alms, Administrative Assistant II

Fiscal Impact

Fiscal Year:	FY 2022-23
Amount:	$6,036

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]	$4,715.00	Hard Cost	$3,370.00
FCS Personnel[1]	$1,200.00	Hard Cost	N/A
Personnel & Equipment Subtotal	**$5,915.00**		**$3,370.00**
Fees Established by City Council Resolution			
Sylvan Park Reservation Permit	$121.00	Soft Cost	$121.00
Fees Subtotal	**$121.00**		**$121.00**
Total Departmental Charges and Fees	**$5,915.00** (hard) **$121.00**(soft) **$6,036.00 (Total)**		**$3,491.00**

[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
$125,739.00	$4,777.00	$3,700.00	$134,216.00	$130,516.00

Attachments

A. In-Kind Support Request

B. Verification of Nonprofit

City of Redlands *In-Kind Support Request*

Event Name: Redlands Turkey Trot

Event Date(s): 11/24/2022 **Location(s):** Sylvan Park

Rain Out Date: None **Beginning Time:** 7:30 a.m. **End Time:** 10 a.m.

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.

Request for waiver of park and other City fees associated with hosting this running event in Redlands, CA.

Select and Describe All City Provided Services That May Apply to Your Request :

- [x] Traffic (*Personnel, equipment, cones, barricades, no-parking* — Barricades used for street closure
- [x] Police (*Public Safety Personnel)* — Two officers used for event monitoring and street closures.
- [ ] Fire (*Paramedics, Inspectors)*
- [ ] Parks *(Cleanup Personnel, Ball Field Lights)*
- [x] Facility — Event receptacles used for trash services

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: Phoenix Hope International

Is your Group/Organization a Registered Non-Profit: [x] Yes [ ] No **Non-Profit Federal Tax ID Number:** 27-2612542

Does your Group/Organization Presently Have Liability Insurance? [x] Yes [ ] 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: Kent Sommer, Board Member

Mailing Address: 625 N. Ranch Lane, Glendora, CA 91741

Phone Number: (714) 614-7321 **E-Mail Address:** kentsommer@gmail.com

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

Our organization would be able to use more of the event proceeds to further our mission and goals, which includes building up schools, health clinics and other needed services in Guatemala.

Describe what economic benefit and impact this event will bring to the City:

Half of the event proceeds are donated to Redlands based organizations and charities. In the past, we have donated the proceeds to the Redlands Educational Partnership (REP), Youth Hope and directly to elementary, middle and high schools in Redlands. Our operating costs and the city fees are paid from the event proceeds. If we did not have to pay for those costs because they were waived by the City, we would be able to donate more of our proceeds to the aforementioned charities and schools.

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	1,300	1,100	None
Attendance: Non-Residents	1,200	1,100	None
Food & Beverage Sales	None	None	None
Merchandise Sales	$200	$200	None
Ticket/Entrance Fees	$30/adult; $15/child	$30 adult; $15/child	None
Other	None	None	None
Total Revenue	$64,000	60,000	None

I certify that all statements on this application are true and complete to the best of my knowledge.

Signature: Kent Sommer **Title:** Board Member

Please Print Your Name: Kent Sommer **Date:** 9/1/22

To Be Completed by the City of Redlands

Date Received: **Received By:**

Notes:

City Manager Approval: City Council Approval:

Phoenix Hope International

EIN: 27-2612542 | Mesa, AZ, 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/Successor Agency Meeting **I. 13.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the request for in-kind support for $5,554 related to the Downtown Redlands Artwalk event hosted by the Kid's Cures Foundation to be held on October 23, 2022; approve a request to close State and 5th Streets; authorize the request for the sale and consumption of alcoholic beverages in Ed Hales Park; and determine that the approval of the request is exempt from environmental review pursuant to Section 15311(c) 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 event is exempt from environmental review pursuant to Section 15311(c) of the State's guidelines implementing the California Environmental Quality Act;

2. I move to authorize and approve a request for in-kind support in the amount of $5,544 related to this event;

3. I move to authorize 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

4. I move to approve the request for the sale and consumption of alcoholic beverages in Ed Hales Park.

RECOMMENDATION:

Staff recommends that City Council determine 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 (CEQA) and approve the temporary street closure of East State and 5th Streets on October 23, 2022, for the Artwalk 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 Kid's Cures Foundation has reserved Ed Hales Park for Sunday, October 23, 2022, from 9:00 a.m. to 7:00 p.m., for the Downtown Redlands Artwalk event. They are also requesting approval to temporarily close East State Street from Orange Street to 7th Street and 5th Street from Redlands Boulevard to State Street for the event. Additionally, they are requesting in-kind support in the amount of $5,544 for departmental resources including Police Personnel, and the reservation of Ed Hales Park. The Kid's Cures foundation is a non-profit organization operating out of the City of Beaumont, CA.

The Citrograph Foundation 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 Citrograph Foundation is requesting permission to serve beer and wine at the event that will end no later than 5:00 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; 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

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
Police Personnel[1]	$5,450.00	Hard Cost
Personnel & Equipment Subtotal	**$5,450.00**	
Fees Established by City Council Resolution		
Ed Hales Park Reservation Permit	$94.00	Soft Cost
Fees Subtotal	**$94.00**	
Total Departmental Charges and Fees	**$5,450.00** (hard) **$94.00**(soft) **$5,544.00 (Total)**	

[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
$131,654.00	$4,898.00	$4,000.00	$140,522.00	$136,522.00

Attachments

A. In-Kind Support Request

B. Authorization to Serve Alcohol

C. Verification of Nonprofit

City of Redlands *In-Kind Support Request*

Event Name: Downtown Redlands Artwalk

Event Date(s): October 23rd 2022 **Location(s):** State Street (orange to 7th), Ed Hales Park

Rain Out Date: N/A **Beginning Time:** 9 am **End Time:** 7 pm

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.

Looking to bring back the official DTR Artwalk we have held for many years. We are planning on including a Car/Motorcycle section with this event. We will have live music and a beer garden as many years past. Jax Toys will also have an area for children and other business owners on the street are excited to be a part of this event.

Select and Describe All City Provided Services That May Apply to Your Request :

- [x] Traffic (*Personnel, equipment, cones, barricades, no-parking* — no parking signs, barricades blocking the street
- [x] Police (*Public Safety Personnel)* — security
- [ ] Fire (*Paramedics, Inspectors)*
- [ ] Parks *(Cleanup Personnel, Ball Field Lights)*
- [x] Facility — Ed Hales Park

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: Kid's Cures Foundation

Is your Group/Organization a Registered Non-Profit: [x] Yes [ ] No **Non-Profit Federal Tax ID Number:** #26-3909923

Does your Group/Organization Presently Have Liability Insurance? [ ] Yes [ ] 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?

Primary Contact Name & Title: Jeff Platt, President

Mailing Address: 906 Beaumont Ave, Beaumont CA. 92223

Phone Number: 951-769-8700 **E-Mail Address:** info@kidscures.org

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

Bring awareness to a great organization that was built from such a tragic loss. A commitment to bring funds to help/supply/show children that art can be therapeutic to their healing and struggle. This organization also provides gifts for children during the holidays so parents can focus on being with their children and not worry about them feeling left out when it comes to gifts and support.

Describe what economic benefit and impact this event will bring to the City:

It brings people to downtown state street where it benefits the businesses that are open on Saturday. Knowing that this giving city played a part in providing for children that are struggling is just another motion that reflects what this city stands for. We have businesses on State St that are involved in the return of this event.

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	1500	1500	25
Attendance: Non-Residents	1000	1000	20
Food & Beverage Sales	0	0	0
Merchandise Sales	0	0	0
Ticket/Entrance Fees	N/A	N/A	N/A
Other			
Total Revenue	2500	2500	45

I certify that all statements on this application are true and complete to the best of my knowledge.

Signature: Jessie Klaas **Title:** Main Event Coordinator

Please Print Your Name: Jessie Klaas **Date:** 07/18/2022

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: DTR Artwalk

DATE OF EVENT: 10/23/22 HOURS: 10:00 am - 5:00 pm

LOCATION: Ed hales Park

APPLICANT'S INFORMATION:

INDIVIDUAL/ORGANIZATION NAME: The Citrograph FOundation Inc

CONTACT PERSON: Al Hernandez PHONE: 909-792-3901

EMAIL: al@citrographfoundation.org ADDRESS: 113 E. State Street, Redlands, CA 92373

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 The Citrograph Foundation Inc and in consideration of being permitted to conduct the Event, agree that the members/participants of The Citrograph Foundation Inc 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 The Citrograph Foundation Inc 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 The Citrograph Foundation Inc AND THAT I HAVE SIGNED THIS AGREEMENT ON:

Date: 9/15/22 Signature: _____

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): _____

Kids Cures Foundation

EIN: 26-3909923 | Beaumont, CA, United States

> **Other Names**

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 2010 Form 990-N (e-Postcard)**

- **Tax Year 2009 Form 990-N (e-Postcard)**
- **Tax Year 2008 Form 990-N (e-Postcard)**

Copies of Returns (990, 990-EZ, 990-PF, 990-T)

Electronic copies (images) of Forms 990, 990-EZ, 990-PF or 990-T returns filed with the IRS by charities and non-profits.

- **Tax Year 2019 Form 990**
- **Tax Year 2018 Form 990**
- **Tax Year 2017 Form 990**
- **Tax Year 2016 Form 990**
- **Tax Year 2016 Form 990**
- **Tax Year 2015 Form 990**

Page Last Reviewed or Updated: 20-November-2020

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City Council/Successor Agency Meeting **J. 1.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Introduction to the creation of an Inclusionary Housing program, consideration of a sole source agreement with Keyser Marston Associates, Inc., for the completion of a financial evaluation and creation of an Inclusionary Housing program, and approval of additional appropriation in the amount of $50,400 (Development Services Director Desatnik)

MOTION(S):

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

1. I move that City Council authorize staff to develop an inclusionary housing program to encourage the development of affordable housing; and

2. I move that City Council approve the sole source agreement with Keyser Marston Associates Inc., for an amount not-to-exceed $50,400; and

3. I move to approve an additional appropriation of $50,400 from the General Fund unassigned fund balance to the Development Services FY 2022-23 Planning Budget.

RECOMMENDATION:

Staff recommends that the City Council instruct staff to proceed with the drafting of an Inclusionary Housing ordinance, approve the sole source agreement with Keyser Marston Associates, inc., and approve an additional appropriation of $50,400 from the General Fund unassigned fund balance to the Development Services FY 2022-23 Planning Budget.

DISCUSSION:

The City's Housing Element includes a program calling for the City to evaluate and consider adopting an Inclusionary Housing Ordinance. Through the Housing Element, the City is required to plan for the provision of its share of the Regional Housing Needs (RHNA) as determined by the Southern California Association of Governments (SCAG). For the current 2021-2029 Housing Element period, the City's RHNA allocation numbers consist of the following household income levels:

- Very-low income: 967 units
- Low income: 615 units
- Moderate income: 652 units
- Above-moderate income: 1,282 units
- Total RHNA allocation: 3,516 units

While there are programs to encourage developers to include affordable units in their developments, such as the Density Bonus Program, most developers opt not to do so. Inclusionary Housing programs have existed in California for over 20 years and, at present, approximately 170 cities in California have adopted Inclusionary Housing Ordinances that require a certain percentage of affordable units (or an in-lieu fee to be deposited into an affordable housing fund).

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;
- A market-based solution to leverage affordable housing, especially during a period of declining public resources;
- 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.

Despite a number of court challenges, these ordinances have been upheld as a valid exercise of a city's zoning powers. Most recently, in 2015, the California Supreme Court ruled that Inclusionary Housing programs, while being a valid use of a jurisdiction's zoning powers, must be structured such that they are not "confiscatory" and that they do not deprive a property owner of a fair and reasonable return on investment. The court did not provide criteria under which jurisdictions can evaluate these limitations. As a result, each jurisdiction is left to

create an evaluation methodology that balances the interests of property owners, developers and the jurisdiction's need for affordable housing. Thus, the first step in the process of developing an Inclusionary Housing Ordinance will be to obtain a consultant to prepare a financial feasibility study.

Keyser Marston Associates (KMA) is a full-service real estate, affordable housing, and economic consulting firm that specializes in advisory and evaluation services. KMA was incorporated in 1973 and has one of the largest public sector advisory practices on the West Coast. KMA has prepared Inclusionary Housing programs for 17 California cities and is considered a leading expert in this area. KMA was selected as the sole source vendor due to their intimate working knowledge in this area for the completion of a financial evaluation and creation of an Inclusionary Housing program. Time is of the essence and the process of completing a formal request for proposal would significantly delay the process of creating an Inclusionary Housing program by several months.

ALTERNATIVES:

City Council may elect not to approve these actions and provide alternative direction to staff.

STRATEGIC PLAN:

Supports Strategic Plan Priority A, Quality of Life,Strategic Objective 2 - Economic Vitality, Implement policies and programs to expand the City's affordable housing.

SUBMITTED BY:
Brian Desatnik, Development Services 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
Dana Abramovitz-Daniel, Procurement Manager

PREPARED BY:
Tricia Munoz, Management Analyst/Development Services

Fiscal Impact

Fiscal Year:	2022-23
Revenue Generating:	No
Appropriation Required Y/N:	Yes
Amount:	$50,400
Budgeted Y/N:	No
Account No.:	101164-6106

Discussion:

Approval of this item will result in an additional appropriation in the amount of $50,400 to be added to the Development Services Planning Department (101164) FY 2022-23 budget for professional services (6106) from the General Fund unassigned fund balance.

Attachments

Agreement Keyser Marston

Additional Appropriation Form

Sole Source_Keyser Marston_09.06.2022

Keyser Marston Quote

AGREEMENT TO PERFORM PROFESSIONAL SERVICES

This agreement for the provision of development of an Inclusionary Housing program ("Agreement") is made and entered in this 4th day of October 2022 ("Effective Date"), by and between the City of Redlands, a municipal corporation ("City") and Keyser Marston Associates, Inc., 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 financial evaluation 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 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 Brian Desatnik, Development 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 Consultant shall perform and complete the Services in a prompt and diligent manner in accordance with the schedule set forth in Exhibit "B," titled "Project Schedule," which is attached hereto and incorporated herein by reference.

4.2 Consultant shall complete the Services by December 31, 2022, unless the Services are terminated earlier as provided for 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 fifty thousand four hundred dollars ($50,400). 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:	CONSULTANT:
City Clerk City of Redlands 35 Cajon Street P.O. Box 3005 (mailing) Redlands, CA 92373 jdonaldson@cityofredlands.org Phone: (909) 798-7531	Kathe Head, President Keyser Marston Associates, Inc. 777 South Figueroa Street Suite 2555 Los Angeles, CA 90017 khead@keysermarston.com Phone: (213) 622-8095 x 401

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 "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. 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

ATTEST:

_____
Jeanne Donaldson, City Clerk

KEYSER MARSTON ASSOCIATES, INC.

By: _____
Kathe Head, President

EXHIBIT "A"

SCOPE OF SERVICES

A. Inclusionary Housing: Financial Evaluation

1. In 2015, the California Supreme Court ruled in the *California Building Industry Association v. City of San Jose, 61 Cal 4th 435* (San Jose) that Inclusionary Housing ordinances should be viewed as use restrictions that are a valid exercise of a jurisdiction's zoning powers. The San Jose ruling only applies to ownership residential development. The parameters of the San Jose case did not include Inclusionary Housing restrictions on rental development.

2. In September 2017 the California Legislature adopted AB 1505.[1] This legislation, which is known as the "Palmer Fix", allows jurisdictions to adopt ordinances that impose income and affordability requirements on rental residential projects.[2] AB 1505 also requires jurisdictions to identify alternative methods for fulfilling the affordable housing obligations. These options include, but are not limited to:

a. In-lieu fee payment;

b. Off-site construction of affordable housing units;

c. Dedication of land for affordable housing development; and

d. The acquisition and rehabilitation of existing units.

3. California Government Code Section 65915 et seq. (Section 65915) imposes density bonus requirements on projects that fulfill defined income and affordability restrictions.

FOUNDATIONAL ASSUMPTIONS: FINANCIAL EVALUATION

Prototype Developments

The purpose of the KMA analysis will be to evaluate the financial feasibility of imposing Inclusionary Housing requirements on the housing types anticipated to be developed in Redlands. As pertinent, KMA proposes to evaluate the following residential product types:

1. Single Family Homes;

2. Townhomes and Condominiums; and

3. Apartment projects.

---

1 AB 1505 amended Section 65850 of the California Government Code and added Section 65850.01.

2 In 2009, the California Court of Appeal ruled in *Palmer/Sixth Street Properties L.P. v. City of Los Angeles, 175 Cal. App. 4th 1396* that the imposition of Inclusionary Housing requirements on rental housing development violates the Costa-Hawkins Rental Housing Act. AB 1505 supersedes this decision.

For analysis purposes, KMA will create prototype developments for the identified housing types. These prototypes will be developed in consultation with the City staff, and they will be representative of project types being developed in Redlands. KMA will also evaluate the potential for the Section 65915 density bonus to be used to mitigate the financial impact created by the imposition of Inclusionary Housing requirements on the prototype developments.

Information Needs

The foundation of the Financial Evaluation will be a market analysis, the use of KMA's proprietary pro forma models, and affordability gap analyses. To undertake this analysis it would be useful for KMA to be provided with the following information:

1. The most recent draft of the City's Sixth Cycle Housing Element.

2. Any housing strategy information that has recently been prepared by the City.

3. A representative sample of for sale and rental residential projects that have been proposed and/or developed within the past 10 years. The information should include:

    a. Detailed scope of development;

    b. Development plans if available;

    c. The site's zoning designation and development standards; and

    d. The parking requirements being imposed.

4. An identification of sites in Redlands that are available for the development of residential uses. The information provided should include the zoning designation and development standards imposed on the parcels.

5. The City's current Section 65915 density bonus ordinance.

6. The parking requirements imposed on multifamily and single family residential development.

7. Estimates of the public permits and fees costs for residential development broken down into per unit costs associated with typical planning fees, impact fees imposed by the City; school fees, and fees imposed by jurisdictions other than the City.

Recommended Inclusionary Housing Program Characteristics

The Financial Evaluation will be used to assist KMA in recommending the following Inclusionary Housing program characteristics:

1. Identification of project types that may be exempt from the Inclusionary Housing requirements.

2. The threshold project size that will trigger the Inclusionary requirements.

3. The percentage of affordable units that will be required to be provided.

4. The income and affordability restrictions that will be imposed.

5. The comparability standards that will be imposed on Inclusionary Units.

6. The treatment of Inclusionary Housing requirements that result in a fractional unit affordable housing requirement.

7. Alternatives to developing the Inclusionary Units on site within the proposed market rate project including:

a. A fee that would be paid in lieu of producing affordable units;

b. Off-site development of affordable housing units;

c. Dedication of land for subsequent development of affordable housing units; and

d. Acquisition and rehabilitation of existing units.

8. Quantification of the in-lieu fee payment amounts that can be supported given the affordability gaps associated with the prototype residential types being evaluated.

9. Recommended procedures for modifying the requirements over time as market conditions change.

COMPARATIVE ANALYSIS OF INCLUSIONARY POLICIES

The KMA Los Angeles office has assisted in creating over 30 Inclusionary Housing programs in California. We have also assisted in establishing the implementing policies and procedures in many of those jurisdictions. The salient characteristics of these programs will be included in the comparative analysis of existing Inclusionary policies. In addition, KMA will undertake a survey of the programs adopted throughout California.

The purpose of the comparative analysis is to identify the characteristics embodied commonly by Inclusionary Housing programs. The results will be used by KMA to identify the best practices being employed by Inclusionary Housing programs. This information will provide context for the Inclusionary Housing program parameters to be recommended to the City.

DELIVERABLE PRODUCTS: FINANCIAL EVALUATION

As part of the Financial Evaluation, KMA proposes to deliver the following work products to the City:

1. KMA will prepare a draft Financial Evaluation report that will be supported by tables, data and other materials relevant to the analysis.

2. KMA will prepare a Power Point presentation that summarizes the assumptions, analysis, and findings of the Financial Evaluation.

3. Following receipt of comments from the City staff, the Planning Commission and the City Council KMA will finalize the Financial Evaluation report.

B. Inclusionary Policy Recommendations

KMA proposes to prepare a separate policy recommendations memorandum that will be based on the results of the Financial Evaluation, and the following:

1. Ongoing discussions with City staff;

2. Planning Commission and City Council input;

3. Community input; and

4. The best practices identified in the survey of existing Inclusionary Housing programs.

The policy recommendations memorandum will be organized as follows:

1. The findings of the Financial Evaluation will be summarized.

2. The components of the recommended policies will be identified. The following policy recommendations for ownership and rental housing development will be included:

    a. The financially feasible income targeting standards;

    b. The percentage of housing units that should be set aside as Inclusionary Housing units;

    c. Affordable housing production requirements; and

    d. The alternative fulfillment options that will be available to projects that are subject to the Inclusionary Housing program requirements.

3. The role that the Section 65915 density bonus should play in establishing income and affordability requirements for the City's Inclusionary Housing program.

4. The implementation and administrative tools that should be created by the City after an Inclusionary Housing program is adopted.

EXHIBIT "B"
PROJECT SCHEDULE

KMA proposes to complete the proposed draft Financial Evaluation report within eight weeks of receiving authorization from the City to proceed and the information requested in this proposal. KMA proposes to complete the Policy Recommendations memorandum within three weeks following receipt of input from the Planning Commission and City Council.

EXHIBIT "C"

Fee Schedule Title

The following table presents estimated fees for each task included in this proposal.

Task	Budget
Inclusionary Housing: Financial Evaluation Report	$36,500
Policy Recommendations Memorandum	9,500
Meetings/Presentations	4,400
Total	$50,400

The fee for the individual tasks may vary from these estimates, but the total budget will not be altered unless the work scope is expanded beyond the parameters identified in this proposal. The proposed budget includes 15 hours of in-person/virtual meeting time with City staff, community stakeholders, Planning Commission and City Council.

It is important to note that if the scope of services changes materially, and/or the in-person/virtual meeting time requested by the City exceeds 15 hours, the budget will need to be adjusted accordingly. If once the project has started, KMA believes that the budget could be exceeded, we will contact the City immediately for further direction.

The KMA hourly billing rate schedule that will be applied to this engagement is presented in the following table:

KMA Billing Rate Schedule	
Chairman, President, Managing Principals *	$305.00
Senior Principals *	$295.00
Managers *	$245.00
Associates	$185.00
Senior Analysts	$170.00
Analysts	$145.00
Administrative Staff	$90.00

* Rates for individuals in these categories will be increased by 50% for time spent in court testimony.

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.

KEYSER MARSTON ASSOCIATES, INC.

By:_____ Date:_____

Kathe Head, President

CITY OF REDLANDS
REQUEST FOR ADDITIONAL APPROPRIATION

DATE OF REQUEST: 09/07/2022

FINANCE USE ONLY
TRANSACTION NO:
ACCOUNTING PERIOD:

An additional appropriation is hereby requested as follows:

Department: Development Services

EXPENDITURE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
Professional Services	101164	6106		$ 50,400.00
			$	$ 50,400.00

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

JUSTIFICATION: Increase professional services appropriation by $50,400 for the Keyser Marston Agreement for the provision of a financial evaluation and creation of an Inclusionary Housing Plan.

Requested By: ,Brian Desatnik
Department Head

Recommended By Finance Director:

Yes _____ No _____ Signed _____

Comments: _____

Recommended: _____
City Manager

Approved by City Council:

Date: _____

Signed: _____
City Clerk

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: 9/20/22

TO: Purchasing Division

FROM: Brian Desatnik, Development Services

Purchase Requisition # _____

Estimated Total Cost: $ 50,400

Proposed Vendor: Keyser Marston

Request Term: To 12/31/2022

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:

Keyser Marston Associates, Inc. (KMA) has intimate working knowledge in real estate, affordable housing, & economic consulting that specializes in the the creation of an Inclusionary Housing Plan & financial evaluation. They have one of the largest public sector advisory practices on the West Coast. KMA has been in business since 1973,their principals have 20-40 years of experience & have provided this specialized professional services to over 30 other jurisdictions in California. Time is of the essence, the RFP process would delay the project several months

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:

   N/A

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.
   Brian Desatnik

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

   Time is of the essence in the development of the Inclusionary Housing Plan for the City. Currently, these services are available through this vendor and seeking out other options such as a request for proposal, would delay the process by several months.

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

Tricia Munoz 9/20/2022
Prepared by Date

9-20-22
Department Director Date

Purchasing Approvals

Purchasing Agent Approval Date

City Manager Approval Date

KEYSER MARSTON ASSOCIATES
ADVISORS IN PUBLIC/PRIVATE REAL ESTATE DEVELOPMENT

September 20, 2022

ADVISORS IN:
Real Estate
Affordable Housing
Economic Development

BERKELEY
A. Jerry Keyser
Debbie M. Kern
David Doezema

LOS ANGELES
Kathleen H. Head
James A. Rabe
Gregory D. Soo-Hoo
Kevin E. Engstrom
Julie L. Romey
Tim R. Bretz

SAN DIEGO
Paul C. Marra

Brian Desatnik
Director of Development Services
City of Redlands
35 Cajon Street, Suite 20
Redlands, California 92373

Dear Mr. Desatnik:

Keyser Marston Associates, Inc. (KMA) is pleased to submit the following proposal to assist the City of Redlands (City) in creating an Inclusionary Housing program. The KMA proposal includes the following information:

1. A summary of KMA's relevant experience;

2. An description of the proposed scope of services; and

3. An identification of the timing and budget for the proposed scope of services.

I. FIRM DESCRIPTION

KMA is a full-service real estate, affordable housing, and economic consulting firm that specializes in advisory and evaluation services. KMA was incorporated in 1973, and we have one of the largest public sector advisory practices on the West Coast. If selected, the Principal-in-Charge of this engagement will be:

Kathleen Head, President and Managing Principal
777 South Figueroa Street, Suite 2555
Los Angeles, California 90017
Telephone: 213.622.8095 Email: khead@keysermarston.com

The following table provides a list of Inclusionary Housing assignments that have been completed by the Los Angeles KMA office.

City of Alhambra	City of Newport Beach
City of Beverly Hills	City of Oceanside
City of Burbank	City of Pasadena
City of Campbell	City of Pomona
City of Redlands Hills	City of Redondo Beach
City of Claremont	City of San Buenaventura
City of Dana Point (Not Adopted)	City of San Dimas
City of Davis	City of San Jose
City Downey	City of Santa Ana
City of Duarte	City of Santa Clarita
City of Glendale	City of Santa Cruz
City of Huntington Beach	City of Santa Paula
City of Long Beach	City of Thousand Oaks
City of Los Angeles (Not Adopted)	City of Tustin
County of Los Angeles	City of West Hollywood
City of Monrovia	City of Whittier
County of Monterey	

II. PROPOSED SCOPE OF SERVICES

A. Inclusionary Housing: Financial Evaluation

1. In 2015, the California Supreme Court ruled in the *California Building Industry Association v. City of San Jose, 61 Cal 4th 435* (San Jose) that Inclusionary Housing ordinances should be viewed as use restrictions that are a valid exercise of a jurisdiction's zoning powers. The San Jose ruling only applies to ownership residential development. The parameters of the San Jose case did not include Inclusionary Housing restrictions on rental development.

2. In September 2017 the California Legislature adopted AB 1505.[1] This legislation, which is known as the "Palmer Fix", allows jurisdictions to adopt ordinances that impose income and affordability requirements on rental residential projects.[2] AB 1505 also requires jurisdictions to identify alternative methods for fulfilling the affordable housing obligations. These options include, but are not limited to:

    a. In-lieu fee payment;

    b. Off-site construction of affordable housing units;

    c. Dedication of land for affordable housing development; and

    d. The acquisition and rehabilitation of existing units.

3. California Government Code Section 65915 et seq. (Section 65915) imposes density bonus requirements on projects that fulfill defined income and affordability restrictions.

FOUNDATIONAL ASSUMPTIONS: FINANCIAL EVALUATION

Prototype Developments

The purpose of the KMA analysis will be to evaluate the financial feasibility of imposing Inclusionary Housing requirements on the housing types anticipated to be developed in Redlands. As pertinent, KMA proposes to evaluate the following residential product types:

1. Single Family Homes;

2. Townhomes and Condominiums; and

3. Apartment projects.

[1] AB 1505 amended Section 65850 of the California Government Code and added Section 65850.01.
[2] In 2009, the California Court of Appeal ruled in *Palmer/Sixth Street Properties L.P. v. City of Los Angeles, 175 Cal. App. 4th 1396* that the imposition of Inclusionary Housing requirements on rental housing development violates the Costa-Hawkins Rental Housing Act. AB 1505 supersedes this decision.

For analysis purposes, KMA will create prototype developments for the identified housing types. These prototypes will be developed in consultation with the City staff, and they will be representative of project types being developed in Redlands. KMA will also evaluate the potential for the Section 65915 density bonus to be used to mitigate the financial impact created by the imposition of Inclusionary Housing requirements on the prototype developments.

Information Needs

The foundation of the Financial Evaluation will be a market analysis, the use of KMA's proprietary pro forma models, and affordability gap analyses. To undertake this analysis it would be useful for KMA to be provided with the following information:

1. The most recent draft of the City's Sixth Cycle Housing Element.

2. Any housing strategy information that has recently been prepared by the City.

3. A representative sample of for sale and rental residential projects that have been proposed and/or developed within the past 10 years. The information should include:

    a. Detailed scope of development;

    b. Development plans if available;

    c. The site's zoning designation and development standards; and

    d. The parking requirements being imposed.

4. An identification of sites in Redlands that are available for the development of residential uses. The information provided should include the zoning designation and development standards imposed on the parcels.

5. The City's current Section 65915 density bonus ordinance.

6. The parking requirements imposed on multifamily and single family residential development.

7. Estimates of the public permits and fees costs for residential development broken down into per unit costs associated with typical planning fees, impact fees imposed by the City; school fees, and fees imposed by jurisdictions other than the City.

Recommended Inclusionary Housing Program Characteristics

The Financial Evaluation will be used to assist KMA in recommending the following Inclusionary Housing program characteristics:

1. Identification of project types that may be exempt from the Inclusionary Housing requirements.

2. The threshold project size that will trigger the Inclusionary requirements.

3. The percentage of affordable units that will be required to be provided.

4. The income and affordability restrictions that will be imposed.

5. The comparability standards that will be imposed on Inclusionary Units.

6. The treatment of Inclusionary Housing requirements that result in a fractional unit affordable housing requirement.

7. Alternatives to developing the Inclusionary Units on site within the proposed market rate project including:

    a. A fee that would be paid in lieu of producing affordable units;

    b. Off-site development of affordable housing units;

    c. Dedication of land for subsequent development of affordable housing units; and

    d. Acquisition and rehabilitation of existing units.

8. Quantification of the in-lieu fee payment amounts that can be supported given the affordability gaps associated with the prototype residential types being evaluated.

9. Recommended procedures for modifying the requirements over time as market conditions change.

Comparative Analysis of Inclusionary Policies

The KMA Los Angeles office has assisted in creating over 30 Inclusionary Housing programs in California. We have also assisted in establishing the implementing policies and procedures in many of those jurisdictions. The salient characteristics of these programs will be included in the comparative analysis of existing Inclusionary policies. In addition, KMA will undertake a survey of the programs adopted throughout California.

The purpose of the comparative analysis is to identify the characteristics embodied commonly by Inclusionary Housing programs. The results will be used by KMA to identify the best practices being employed by Inclusionary Housing programs. This information will provide context for the Inclusionary Housing program parameters to be recommended to the City.

Deliverable Products: Financial Evaluation

As part of the Financial Evaluation, KMA proposes to deliver the following work products to the City:

1. KMA will prepare a draft Financial Evaluation report that will be supported by tables, data and other materials relevant to the analysis.

2. KMA will prepare a Power Point presentation that summarizes the assumptions, analysis, and findings of the Financial Evaluation.

3. Following receipt of comments from the City staff, the Planning Commission and the City Council KMA will finalize the Financial Evaluation report.

B. Inclusionary Policy Recommendations

KMA proposes to prepare a separate policy recommendations memorandum that will be based on the results of the Financial Evaluation, and the following:

1. Ongoing discussions with City staff;

2. Planning Commission and City Council input;

3. Community input; and

4. The best practices identified in the survey of existing Inclusionary Housing programs.

The policy recommendations memorandum will be organized as follows:

1. The findings of the Financial Evaluation will be summarized.

2. The components of the recommended policies will be identified. The following policy recommendations for ownership and rental housing development will be included:

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    b. The percentage of housing units that should be set aside as Inclusionary Housing units;

    c. Affordable housing production requirements; and

    d. The alternative fulfillment options that will be available to projects that are subject to the Inclusionary Housing program requirements.

3. The role that the Section 65915 density bonus should play in establishing income and affordability requirements for the City's Inclusionary Housing program.

4. The implementation and administrative tools that should be created by the City after an Inclusionary Housing program is adopted.

III. PROPOSED TIMING/BUDGET

KMA proposes to complete the proposed draft Financial Evaluation report within eight weeks of receiving authorization from the City to proceed and the information requested in this proposal. KMA proposes to complete the Policy Recommendations memorandum within three weeks following receipt of input from the Planning Commission and City Council.

The following table presents estimated fees for each task included in this proposal.

Task	Budget
Inclusionary Housing: Financial Evaluation Report	$36,500
Policy Recommendations Memorandum	9,500
Meetings/Presentations	4,400
Total	$50,400

The fee for the individual tasks may vary from these estimates, but the total budget will not be altered unless the work scope is expanded beyond the parameters identified in this proposal. The proposed budget includes 15 hours of in-person/virtual meeting time with City staff, community stakeholders, Planning Commission and City Council.

It is important to note that if the scope of services changes materially, and/or the in-person/virtual meeting time requested by the City exceeds 15 hours, the budget will need to be adjusted accordingly. If once the project has started, KMA believes that the budget could be exceeded, we will contact the City immediately for further direction.

The KMA hourly billing rate schedule that will be applied to this engagement is presented in the following table:

KMA Billing Rate Schedule	
Chairman, President, Managing Principals *	$305.00
Senior Principals *	$295.00
Managers *	$245.00
Associates	$185.00
Senior Analysts	$170.00
Analysts	$145.00
Administrative Staff	$90.00

* Rates for individuals in these categories will be increased by 50% for time spent in court testimony.

KMA appreciates the opportunity to submit this proposal. Please do not hesitate to contact me if this proposal can be modified to better meet your needs.

Sincerely,

Keyser Marston Associates, Inc.



Kathleen Head

City Council/Successor Agency Meeting **K. 1.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: **APPEAL BY LOZEAU DRURY, LLP (APPELLANT) OF PLANNING COMMISSION APPROVAL OF A MIXED-USE DEVELOPMENT CONSISTING OF 131 APARTMENTS AND 3 COMMERCIAL BUILDINGS CALLED "CITY CENTER" ON A VACANT 3-ACRE SITE LOCATED AT 212 and BROOKSIDE AVENUE REDLANDS**

(Mayor to declare meeting open as a public hearing)

1. **PUBLIC HEARING** to consider an Appeal of the Planning Commission's approval for the following project entitlements for the City Center mixed use project.

a. Initial Study and Sustainable Communities Environmental Assessment adopted for the proposed City Center project.

b. Conditional Use Permit No. 1138 – Approval to construct a mixed-use development consisting of 131 apartments and three commercial buildings called the "City Center" on a vacant 3-acre site. The project site is located at 212 and 216 Brookside Avenue (APNs: 0171-211-11-0000 through 0171-211-21-0000, 0171-211-25-0000, and 0171-101-01-0000 through 0171-101-05-0000) in the C-3, General Commercial District.

c. Tentative Parcel Map No. 20475 – Approval to consolidate 17 parcels totaling 3.01 acres (net) and create two parcels for development purposes. Parcel One (1.68 acres) is the proposed location for the residential portion of the project located on the west side of the site. Parcel Two (1.33 acres) is the proposed location of the commercial/retail portion of the project located on the easterly side of the site. The subject property is located at 212 and 216 Brookside Avenue (APNs: 0171-211-11-0000 through 0171-211-21-0000, 0171-211-25-0000, and 0171-101-01-0000 through 0171-101-05-0000) in the C-3, General Commercial District. (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 deems it appropriate, staff recommends the following motion.

I move 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.

RECOMMENDATION:

On August 30, 2022, the Planning Commission voted unanimously to adopt Resolutions certifying and adopting the Sustainable Communities Environmental Assessment document prepared for the project, approving Conditional Use Permit No. 1138, and approving Tentative Parcel Map No. 20475 for the City Center mixed-use project. Resolution Nos. 1585 and 1586 are included as Attachment A and Attachment B to this staff report.

Staff recommends that the City Council deny the Appeal and uphold the Planning Commission's decision to approve the entitlements for the City Center mixed-use project based upon the evidence in the record and the analysis in this report.

DISCUSSION:

A) Project Description

The project proposes to develop a mixed-use project (residential uses combined with retail/commercial uses) on a vacant site located at the northwest corner of Brookside Avenue and N. Eureka Street (see Attachment C, Location Map & Aerial Photo). The proposal is a transit-oriented development located less than one-quarter mile from the downtown Santa Fe Depot train station. The

mixed-use proposal has four new buildings consisting of one apartment building and three commercial buildings for restaurant uses as summarized below. The residential portion of the project contains one building with a total of 131 apartments.

Three commercial buildings (proposed restaurants at this time) are located immediately adjacent to the intersection corner at Brookside Avenue and Eureka Street: Pad 1 will be 3,505 square feet; Pad 2 will be 3,450 square feet; and Pad 3 will be 3,578 square feet.

Covered parking for the residential portion of the project is proposed within a parking garage underneath the apartment building, as well as a surface lot with carports located in the northwesterly portion of the site. Uncovered guest spaces and restaurant parking is provided within the uncovered portion of the surface parking lot. A total of 213 parking spaces are provided and include 173 residential spaces and 40 non-residential parking spaces.

The Planning Commission staff report is included as Attachment D. Project plans are provided including Site Plan (Attachment E), Floor Plans (Attachment F), Architectural Elevations (Attachments G-1 and G-2), Color Renderings (Attachments H-1, H-2 and H-3), Landscape Plan (Attachment I), and Tentative Parcel Map (Attachment J).

B) Appeal

Following approval of the project by the Planning Commission on August 30, 2022, Lozeau Drury LLP, representing Supporters Alliance for Environmental Responsibility (SAFER), submitted their appeal on September 9, 2022 (Attachment K). The appellant filed the appeal within ten days of the decision date as required by RMC Section 18.192.070. As indicated on the appeal application, the appellant's Grounds for Appeal state:

> "For the reasons discussed in the attached letter, the Planning Commission should not have approved the Project. The City should have prepared a revised SCEA or, alternatively, prepared an Environmental Impact Report ("EIR") for the Project, and should have circulated the revised SCEA or Draft EIR for public review prior to consideration of project approvals. See Attachment."

The applicant then includes a letter dated August 29, 2022. This letter was originally received immediately prior to the Planning Commission hearing for the project and states:

> "After reviewing the SCEA, we conclude the SCEA fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. Therefore, we request that the Development Services Department prepare a revised SCEA or, in the alternative,

prepare an Environmental Impact Report ("EIR") for the project pursuant to the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000, et seq."

Further, the letter cites the appellant's right to supplement the comments provided in the letter, including but not limited to at public hearings concerning the project.

Following the appellant's letter of August 29, 2022, and prior to Planning Commission's decision to approve the project (on August 30, 2022), staff worked with the City's environmental consultant to provide a response to that letter. The city's response is included in the Response to Comments for the project, was shared with the Planning Commission before the public hearing, and is summarized in the section below.

C) Staff Response

The appellant does not provide any information or evidence in either their letter of August 29, 2022, or on the Appeal form regarding the existence of any potentially significant impacts. Therefore, the California Environmental Quality Act (CEQA) does not require the preparation of an Environmental Impact Report (EIR) for the project. The existing Sustainable Communities Environmental Assessment (SCEA) document complies with CEQA, the proposed mitigation measures are sufficient to reduce all impacts to less than significant levels, and no changes or further analyses are required.

The appellant's Grounds for Appeal and attached letter assert that the SCEA does not include all feasible mitigation measures to reduce the Project's impacts. However, the appellant does not provide any additional information regarding this assertion. As discussed throughout the SCEA document, mitigation measures are appropriate and required only for impacts related to certain topic areas: biological resources, cultural resources, paleontological resources, noise, and tribal cultural resources. For those impact areas, the project will implement all feasible mitigation measures required to reduce impacts to a less than significant level. For all other environmental topics discussed in the SCEA, the impacts remain less than significant (i.e., no mitigation measure required), and there is no nexus requiring mitigation measures pursuant to CEQA Guidelines Section 15126.4, subdivision (a)(4)(A)-(B).

ENVIRONMENTAL REVIEW:

Initial Study & Sustainable Communities Environmental Assessment: The Initial Study (Attachment L-1) prepared for the project is based on Appendix G of the CEQA Guidelines, and includes all the standard topics of analysis including: 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; transportation; tribal cultural resources; and utilities and service systems. The document was prepared using the appropriate criteria and thresholds for a Sustainable Communities Environmental Assessment (SCEA) in compliance with CEQA, which is similar in appearance to a Mitigated Negative Declaration used for many types of development projects.

Public Review & Comment Period: The required 30-day public review and comment period began on July 13, 2022 and ended on August 12, 2022. The Notice of Intent was published in a local newspaper as well as posted to OPR's State Clearinghouse website for CEQA documents (SCH No. 2022070186). The Initial Study and related documents are also posted on the City's webpage for environmental documents at https://www.cityofredlands.org/post/environmental-documents.

Mitigation Measures: The Mitigation Monitoring/Reporting Program (Attachment L-2) includes a total of five (5) mitigation measures pertaining to Biological Resources, Cultural Resources, Geology & Soils, Noise, and Tribal Cultural Resources. All mitigation measures pertain to the construction phases of the project and will ensure that the environmental effects of the project will remain less than significant. No mitigation measures are necessary for any operational aspects of the project or will need future monitoring. After mitigation, no potentially significant impacts were identified as a result of the project, and the mitigation measures will be incorporated into the project as mandatory Conditions of Approval.

Public Comments: The City received a total of five (5) public comment letters during the 30-day public review/comment period. The letters were received from the parties listed below:

- Agua Caliente Band of Cahuilla Indians;
- Yuhaaviatam of San Manuel Nation;
- OmniTrans;
- Philip Terhorst, an adjacent property owner; and
- T. Allen Jolliff, a Redlands resident.

All comments have been reviewed by the City's environmental consultant, and the consultant has prepared a Response to Comments document that includes all comments and detailed responses (see Attachment L-3). There is no information or substantial evidence before the City indicating any potentially significant environmental effects may occur as a result of the proposed project. The proposed mitigation measures are adequate to address all environmental impacts of the project, and the Sustainable Communities Environmental Assessment (SCEA) is the appropriate environmental document and determination for the project.

Errata: A minor revision has been made to the SCEA document that was

circulated for public review/comment. The Errata (Attachment L-4) provides a minor text addition to clearly identify the appropriate figure number that was referenced by a noise mitigation measure (MM N-1). This revision does not alter any impact analysis or conclusions as discussed in the SCEA.

ALTERNATIVES:

The City Council may uphold the Appeal and stay the Planning Commission's approval of Conditional Use Permit No. 1138 and Tentative Parcel Map No. 20475 to allow staff to prepare additional environmental review documents such as a revised SCEA or EIR to be reviewed at a public hearing before the City Council at a later date.

STRATEGIC PLAN:

The proposed mixed use project would align with goals for Quality of Life, Strategic Objective 2:

- Implement policies and programs to expand the City's affordable housing opportunities.
- Encourage redevelopment efforts in the transit corridor (e.g. University Village and mall site).

SUBMITTED BY:
Brian Desatnik, Development Services Director

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

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

PREPARED BY:
Sean Reilly, Principal Planner

Fiscal Impact

Fiscal Year: 22-23

Appropriation Required Y/N: No

Discussion:

The appellant has paid $2,254 in filing fees to process the application for appeal.

Attachments

Attachment A: PC Resolution 1585 (Environmental Determination)
Attachment B: PC Resolution No. 1586 (Project Approval)
Attachment C: Location Map and Aerial Photograph
Attachment D: Planning Commission Staff Report
Attachment E: Project Site Plan
Attachment F: Floor Plans
Attachment G-1: Apartment Building Elevations
Attachment G-2: Restaurant Elevations
Attachment H-1: Renderings and Perspective Views
Attachment H-2: Renderings and Perspective Views
Attachment H-3: Renderings and Perspective Views
Attachment I: Landscape Plans
Attachment J: Tentative Parcel Map No. 20475
Attachment K: Appeal Application and Attachments
Attachment L-1: City Center SCEA
Attachment L-2: Mitigation Monitoring and Reporting Program
Attachment L-3: Responses to Comments on the SCEA
Attachment L-4: SCEA Errata
Attachment M: Resolution No. 8396

RESOLUTION NO. 1585

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDLANDS ADOPTING THE INITIAL STUDY AND SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) DOCUMENT PREPARED FOR THE PROPOSED CITY CENTER MIXED USE PROJECT.

WHEREAS, Vantage One Real Estate Investments, ("Applicant") has submitted a development application for Conditional Use Permit No. 1138 to construct a mixed-use project with 131 dwelling units and a total of 10,550 square-feet of commercial (restaurant) floor area known as "The City Center" on approximately 3.01 acres located at the northwest corner of N. Eureka Street and Brookside Avenue (APNs: 0171-211-11-0000 through -21-0000, 0171-211-25-0000, and 0171-101-01-0000 through -05-0000); and

WHEREAS, the Applicant has submitted an application for Tentative Parcel Map No. 20475 to merge seventeen parcels and subdivide a total of approximately 3.01 acres into two parcels for development purposes; and

WHEREAS, the above-referenced applications filed with the City of Redlands are referred to hereinafter as the "Project" and "Project Entitlements"; and

WHEREAS, the State of California adopted Senate Bill 375 (SB 375), also known as "The Sustainable Communities and Climate Protection Act of 2008," which outlines growth strategies that better integrate regional land use and transportation planning, and that help meet the State's greenhouse gas (GHG) emission reduction mandates; and

WHEREAS, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable "sustainable communities strategy" and meet certain objective criteria, and one such CEQA streamlining tool is the Sustainable Communities Environmental Assessment (SCEA) process; and

WHEREAS, the Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of San Bernardino including the City of Redlands, and SCAG's Regional Council adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) on September 3, 2020; and

WHEREAS, SB 375 allows the City of Redlands, acting as the CEQA Lead Agency, to prepare a SCEA as the environmental CEQA clearance for "transit priority projects" that are consistent with SCAG's 2020-2045 RTP/SCS; and

WHEREAS, SB 375 provides CEQA streamlining benefits to qualifying "transit priority projects." For purposes of projects in the SCAG region, a qualifying transit priority project is a project that meets the following four criteria (see Public Resources Code §21155 (a) and (b)), and the proposed State Street Village project meets these criteria:

a. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020-2045 RTP/SCS;

b. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
c. Provides a minimum net density of at least 20 dwelling units per acre; and
d. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

WHEREAS, qualifying transit priority projects that have incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable EIR (SCAG's *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* Program EIR), and that are determined to not result in significant and unavoidable environmental impacts, may be approved with a Sustainable Communities Environmental Assessment (SCEA); and

WHEREAS, the proposed Initial Study/SCEA prepared for the proposed Project was circulated for a public review/comment period of thirty (30) days beginning on July 13, 2022, and ending on August 12, 2022; and

WHEREAS, the Notice of Availability (NOA) and Notice of Intent (NOI) to adopt a Sustainable Communities Environmental Assessment was published in the Redlands Daily Facts, a newspaper of general circulation, on July 12, 2022; and

WHEREAS, the Notice of Availability (NOA) and Notice of Intent (NOI) to adopt a Sustainable Communities Environmental Assessment was posted for public review/comment by the San Bernardino County Clerk of the Board on July 13, 2022, and by the State Clearinghouse website on July 13, 2022 (SCH No. 2022070186); and

WHEREAS, on August 19, 2022, notice of the Planning Commission's public hearing for the Project and Initial Study/SCEA was published in the Redlands Daily Facts and notices were mailed to property owners within a 300-foot radius; and

WHEREAS, on August 30, 2022, the Planning Commission held a public hearing and considered the Initial Study/SCEA, written comments submitted during the 30-day public review period, and the testimony and any written evidence submitted by members of the public.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF REDLANDS AS FOLLOWS:

SECTION 1. CALIFORNIA ENVIRONMENTAL QUALITY ACT. The proposed Project is subject to the California Environmental Quality Act (CEQA), the City has prepared an Initial Study and Sustainable Communities Environmental Assessment (SCEA) for the Project, exercised its own independent judgment and analysis and there is no substantial evidence that the proposed project may have any significant effects on the environment, the custodian of records is the Planning Division of the Development Services Department, and the SCEA document has been prepared in accordance with Public Resources Code Section 21155.2(b) and applicable provisions of the State CEQA Guidelines.

SECTION 2. REQUIRED FINDINGS. The City of Redlands finds, based on the information contained in Section 2 (Environmental Setting), Section 3 (Project Description), Section 4 (Sustainable Communities Environmental Assessment Criteria), Section 5 (Incorporation of 2020-2045 RTP/SCS Program EIR Mitigation Measures), and Section 6 (Sustainable Communities Environmental Analysis/Checklist) of the Initial Study/SCEA, that preparation of a Sustainable Communities Environmental Assessment (SCEA) in accordance with Public Resources Code Section 21155.2(b) is appropriate for the Project for the following reasons:

a. The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the area of the Project site in the 2020-2045 RTP/SCS prepared by SCAG, which is the metropolitan planning organization for the City of Redlands;
b. The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2020-2045 RTP/SCS would, if implemented, achieve the GHG emission reduction targets;
c. The Project qualifies as a transit priority project pursuant to Public Resources Code Section 21155, in that: the Project contains more than 50 percent residential use; provides a minimum net density greater than 20 units an acre; and is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan;
d. The Project is a residential or mixed-use project as defined by Public Resources Code Section 21159.28(d);
e. The Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to PRC Section 21081, including the 2020-2045 RTP/SCS Program EIR;
f. All potentially significant or significant effects required to be identified and analyzed pursuant to CEQA in an Initial Study have been identified and analyzed in an Initial Study; and,
g. As outlined in detail in Section 6, Sustainable Communities Environmental Analysis/Checklist, changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.

SECTION 3. ADOPTION OF SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASESSMENT. The Sustainable Communities Environmental Assessment (SCEA) document and related Mitigation Monitoring & Reporting Program are hereby adopted.

SECTION 4. EFFECTIVE DATE. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED, AND APPROVED this 30th day of August, 2022.

Steven Frasher, Chair
Planning Commission

ATTEST:

Linda McCasland, Secretary to the Planning Commission

I, Linda McCasland, Secretary to the Planning Commission of the City of Redlands, hereby certify that the foregoing resolution was duly adopted by the Planning Commission at a special meeting thereof held on the 30th day of August, 2022.

AYES: 7
NOES: 0
ABSENT: 0
ABSTAIN: 0

Linda McCasland, Secretary
Planning Commission

RESOLUTION NO. 1586

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDLANDS APPROVING CONDITIONAL USE PERMIT NO. 1138 AND TENTATIVE PARCEL MAP NO. 20475 FOR THE PROPOSED CITY CENTER MIXED USE PROJECT.

WHEREAS, the Vantage One Real Estate Investments ("Applicant") has submitted a development application for Conditional Use Permit No. 1138 to construct a mixed-use project with 131 dwelling units and a total of 10,550 square-feet of commercial (restaurant) floor area known as "The City Center" on approximately 3.01 acres located at the northwest corner of N. Eureka Street and Brookside Avenue (APNs: 0171-211-11-0000 through -21-0000, 0171-211-25-0000, and 0171-101-01-0000 through -05-0000); and

WHEREAS, the Applicant has submitted an application for Tentative Parcel Map No. 20475 to merge seventeen parcels and subdivide a total of approximately 3.01 acres into two parcels for development purposes; and

WHEREAS, the above-referenced applications filed with the City of Redlands are referred to hereinafter as the "Project" and "Project Entitlements"; and

WHEREAS on August 19, 2022, notice of the Planning Commission's public hearing for the Project and the related Project Entitlements was published in the Redlands Daily Facts and notices were mailed to property owners within a 300-foot radius; and

WHEREAS, on August 30, 2022, the Planning Commission held a public hearing and considered the staff report, oral report, the testimony and the written evidence submitted by staff, the applicant and by members of the public; and

WHEREAS, the Planning Commission has reviewed the proposed project, and found the proposal to be consistent with the 2035 General Plan including the central organizing strategy of the "Transit Village Concept" to permit the development of high-density residential and non-residential uses within walking distance of Metrolink stations to reduce vehicular usage, improve air quality and provide health benefits, and provide economic development opportunities; and

WHEREAS, the Planning Commission has reviewed the proposed project, found the proposal to be consistent with the City's 2021-2029 Housing Element, and the proposed mixed-use project will provide up to 131 dwelling units that will result in more housing opportunities in Redlands; and

WHEREAS, the proposed land uses are conditionally permitted in the C-3, General Commercial zoning district (subject to approval of a Conditional Use Permit) wherein the project site is located; and

WHEREAS, redevelopment of the subject properties will result in up to approximately 10,550 square-feet of new restaurant use in the core of Downtown Redlands, will generate new

property taxes and sales taxes for the City, will result in new business license fees and other fees for the City's General Fund, and will provide and encourage other economic development benefits for the larger community; and

WHEREAS, following the public hearing on August 30, 2022, the Planning Commission determined that approval of the proposal is in the best interests of the public health, safety and general welfare.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF REDLANDS AS FOLLOWS:

SECTION 1. CALIFORNIA ENVIRONMENTAL QUALITY ACT. The Planning Commission has adopted Resolution No. 1583 certifying and adopting the Initial Study/Sustainable Communities Environmental Assessment (SCEA) document prepared for the proposed project in compliance with the applicable provisions of the California Environmental Quality Act.

SECTION 2. GENERAL PLAN CONSISTENCY. The proposed Project is consistent with the existing General Plan land use designation as 'Commercial' and applicable policies for the 3.01 acres located at the northwest corner of Eureka Street and Brookside Avenue. The proposed mixed-use project will satisfactorily implement the Transit Villages Concept and strategy in the 2035 General Plan to the extent feasible.

SECTION 3. Findings for Tentative Parcel Map Approval. The proposed Tentative Parcel Map No. 20475 is hereby approved based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "A") and Development Services Land Use Engineering Division (Exhibit "B") attached hereto:

1. That the proposed map is consistent with the general plan or any applicable specific plan, or other applicable provisions of this code.

The proposed Tentative Parcel Map site is designated for Commercial land uses on the General Plan Land Use Map. The existing zoning designation for all subject properties is currently C-3, General Commercial, and the General Plan land use designation as "Commercial" is consistent. The proposed lot sizes will significantly exceed the minimum dimensions and required lot size for the C-3 zone.

2. That the site is physically suitable for the type of development.

The project site is physically suitable for the type of development, which consists of four buildings, and includes a 131-unit apartment building and three restaurant buildings. The site has a mildly sloping topography, has been previously developed, and within recent years, the structures have been removed. The currently vacant site is suitable to be developed in accordance with the Floor-Area Ratio and other requirements of the C-3, General Commercial zone. All on-site improvements and off-site improvements proposed as part of the project's design will meet all applicable City standards. The proposed project will provide a safe, attractive, affordable, and cost-effective environment for the future residents,

workers, and visitors, in addition to many of the city's current residents, workers, and visitors.

3. That the site is physically suitable for the density of development.

The proposed Tentative Parcel Map will combine a total of seventeen lots and subdivide into two new parcels. The proposed project's gross square-footage of 131,989 square-feet (or Floor-Area Ratio of 1.8) will be less than the total maximum Floor-Area Ratio (4.0) permitted in the C-3, General Commercial zoning district. Due to the mixed-use design and operational character of the proposed project, Floor-Area Ratio is the appropriate index to measure the proposed density/intensity of use(s). The project site's topography is mildly sloping, has been previously developed, and the project site will not require an excessive amount of grading or ground contouring. In addition to the proposed apartment and restaurant structures, the site is large enough to accommodate the proposed perimeter improvements, open space areas, landscape areas, pedestrian improvements and, and other site design features.

4. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The City retained an environmental consultant to fully analyze the project, prepare an Initial Study, and review technical reports provided by the applicant. An Initial Study/Sustainable Communities Environmental Assessment document has been prepared in accordance with current State law, and is recommended for the project. There are no environmental effects or impacts that cannot be mitigated to a level of less than significant, and there is no information or evidence of any potentially significant environmental impacts. Mitigation measures are included with the environmental documents, and will be included as Conditions of Approval for the project.

5. That the design of the subdivision or type of improvements are not likely to cause serious public health problems.

The proposed tentative parcel map will combine a total of seventeen lots and then subdivide into two lots and is designed to accommodate the proposed restaurant and residential uses. The subdivision is not likely to cause any serious public health problems, as the project is designed with public and private improvements that comply all applicable City and State building and fire codes. The project's operational activities are not expected to generate any significant detrimental emissions or odors, dust, vibration, or hazardous conditions. Construction noise during various phases will not significantly affect nearby commercial, residential, or City properties because noise will be mitigated to a level that is less than significant.

6. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

The project requires merging of parcels and will improve access within the project site by requiring the construction N. Eureka Street to its ultimate right-of-way width and will include appropriate public sidewalks and rights-of-way. Pedestrian access will be provided around and through the project site and access will be provided within the project to connect to off-site pedestrian sidewalks providing direct access to the Santa Fe Depot train station (fully improved sidewalks within public rights-of-way along, N. Eureka Street, and Brookside Avenue) and surrounding areas. The project will not conflict with any easements for the public at large for access through or use of property.

7. Subject to Section 66474.4 of the Subdivision Map Act, that the land is not subject to a contract entered into pursuant to the California land conservation act of 1965 (commencing with section 51200 of the Government Code) and that the resulting parcels following a subdivision of the land would be too small to sustain their agricultural use.

The project site and all properties are not subject to a Williamson Act Contract. The proposed development of the project was analyzed by the Initial Study, there will be no impacts to agricultural land, and no mitigation measures are required.

SECTION 4. Findings for Approval of Conditional Use Permit No. 1138. The proposed Conditional Use Permit No. 1138 is hereby approved based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "A") and Development Services Land Use Engineering Division (Exhibit "B") attached hereto:

1. That the proposed development will not adversely affect the applicable land use plans of the city.

The proposed mixed-use development project will be consistent with numerous Principles and Actions in the 2035 General Plan (see list attached to staff report). A primary strategy of the 2035 General Plan is to encourage more transit-oriented and mixed-use developments in close proximity to the three future train stations in the core areas of Redlands, known as the Transit Village Concept. The Transit Village concept and strategy emphasizes a mix of complementary and mutually supportive land uses (such as higher-density multifamily residential uses with retail, restaurant, office, and similar commercial uses) in conjunction with a higher density/intensity of uses around the train stations including the Downtown station located 1,200 feet to the north of the project site. The General Plan calls for more high-density residential units to be constructed in the downtown area and around the train stations, and this proposed project will introduce appropriate new dwelling units to the downtown area.

2. That the proposed development will not be detrimental to the public health, safety and welfare.

The proposed project will not be detrimental to the public health, safety and welfare. The proposed project will be constructed in compliance with all applicable design and engineering requirements, including the California Building Code, California Fire Code,

applicable provisions of the Redlands Municipal Code, and all applicable site design and engineering standards. There will be no anticipated conflicts or hazards in terms of vehicle traffic or pedestrians traveling along N. Eureka Street, Brookside Avenue, or nearby intersections.

3. That the proposed development will comply to the maximum extent feasible with the regulations of the city's general plan, the applicable zoning district and the city's development standards.

The proposed development will comply to the maximum extent feasible with the regulations of the City's 2035 General Plan, the applicable zoning district, and the City's development standards. The General Plan designation for the project site is Commercial, and the C-3 zoning permits mixed uses (residential combined with commercial uses) subject to a Conditional Use Permit. The conceptual site plan indicates the proposed development will be in conformance with the applicable development standards of the C-3, General Commercial zone and applicable design and development standards.

4. That the proposed development is appropriate at the proposed location.

The project location is within 1,200 feet (less than one-quarter mile) of the downtown train station including the Metrolink and Arrow train platforms, and is consistent with the Transit Village Concept in the 2035 General Plan. The existing C-3, General Commercial zoning designation permits residential uses combined with commercial uses (restaurant) subject to approval of a Conditional Use Permit. The proposed project will enable multiple means of transportation including direct pedestrian access to the downtown train platforms and local bus transportation. A primary strategy of the 2035 General Plan (adopted in December 2017) is to encourage more transit-oriented development in close proximity to the three train stations in the core areas of Redlands, rather than continuing the pattern of subdivisions and sprawling development around the periphery of the city. This strategy is referred to as the "Transit Village Concept" in Chapter 4, Livable Community. The Transit Village Concept emphasizes mixing of land uses (such as residential with retail, restaurant, office, and similar commercial uses) and higher density/intensity of uses around the train stations for the intended purposes of supporting transit use, enhancing walkability and pedestrian orientation around the station areas, and discouraging use of automobiles within the pedestrian-friendly station areas and downtown.

The concept for the proposed project, that of a mixed-use project and pedestrian-friendly design, is consistent with numerous Policies and Actions contained in the 2035 General Plan which envisions compact and infill development around the downtown train station in Redlands.

SECTION 5. PROJECT APPROVAL. The Planning Commission of the City of Redlands hereby approves Conditional Use Permit No. 1138 and Tentative Parcel Map No. 20475, subject to the Conditions of Approval attached hereto as Exhibits "A," "B."

SECTION 6. EFFECTIVE DATE. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED, AND APPROVED this 30th day of August, 2022.

Steven Frasher, Chair
Planning Commission

ATTEST:

Linda McCasland, Secretary to the Planning Commission

I, Linda McCasland, Secretary to the Planning Commission of the City of Redlands, hereby certify that the foregoing resolution was duly adopted by the Planning Commission at a regular meeting thereof held on the 30th day of August, 2022, by the following vote:

AYES: 7
NOES: 0
ABSENT: 0
ABSTAIN: 0

Linda McCasland,
Secretary to the Planning Commission

EXHIBIT A
CONDITIONS OF APPROVAL
DEVELOPMENT SERVICES DEPARTMENT
FOR THE CITY CENTER MIXED USE DEVELOPMENT
(CUP No. 1138 and TPM No. 20475)

Planning Division

1. This permit/approval for Conditional Use Permit No. 1138, a proposal to construct and operate a mixed-use development consisting of 131 apartment units and three retail/ commercial buildings known as the "City Center" on an approximately 3.01-acre (net) site. The project site is located at 212 and 216 Brookside Avenue (APNs: 0171-211-11-0000 through 0171-211-21-0000, 0171-211-25-0000, and 0171-101-01-0000 through 0171-101-05-0000) in the C-3, General Commercial zoning district.

2. This permit/approval for a Conditional Use Permit shall automatically expire 24 months after the approval date (will expire on August 30, 2024) unless Developer has diligently developed the proposed project, as shown by the issuance for a grading, foundation, engineering, or building permit(s). An extension of time may be granted in accordance with Section 18.92.090 of the Redlands Municipal Code. The city council may, upon submittal of a written application for a time extension by the holder of the permit and prior to the expiration date, grant a one (1) year extension of time; provided, however, that the total number of extensions shall not exceed three.

3. Pursuant to Government Code Section 66020(d), certain fees, dedications, reservations or exactions imposed by the City as a condition of approval of this project are subject to a statutory ninety (90) day protest period. Please be advised that the ninety (90) day protest period for those fees, dedications, reservations and exactions which are subject to Government Code Section 66020(a) has commenced to run on the date this project was approved by the City.

4. The applicant for this permit, and its successors and assigns, shall defend, indemnify and hold harmless the City of Redlands, and its elected officials, officers, agents and employees, from and against any and all claims, actions, and proceedings to attack, set aside, void or annul the approval of this permit by the City, or brought against the City due to acts or omissions in any way connected to the applicant's project that is the subject of this permit. This indemnification shall include, but not be limited to, damages, fees, costs, liabilities, and expenses incurred in such actions or proceedings, including damages for the injury to property or persons, including death of a person, and any award of attorneys' fees. In the event any such action is commenced to attack, set aside, void or annul all, or any, provisions of this permit, or is commenced for any other reason against the City for acts or omissions relating to the applicant's project, within fourteen (14) City business days of the same, the applicant shall file with the City a performance bond or irrevocable letter of credit (together, the "Security") in a form satisfactory to the City and in the amount of Three Hundred Thousand Dollars ($300,000), to ensure applicant's performance of its defense and indemnity obligations under this condition. The failure of the applicant to provide the

Security shall be deemed an express acknowledgement and agreement by the applicant that the City shall have the authority and right, without objection by the applicant, to revoke all entitlements granted for the project pursuant to this permit. The City shall have no liability to the applicant for the exercise of City's right to revoke this permit.

5. By signing and/or using this permit, the permittee acknowledges all of the conditions imposed and accepts this permit subject to those conditions and with full awareness of the applicable provisions of the Redlands Municipal Code including Title 15 (Buildings and Construction), Title 16 (General Plan), Title 17 (Subdivision Regulations), and Title 18 (Zoning Regulations). Failure of the permittee to sign these conditions does not affect their enforceability by the City or other responsible entity. These conditions are binding upon all future property owners and occupants of the subject property.

6. This permit/approval is granted for the project plans dated August 5, 2022 ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions.

7. The issuance of any permits shall comply with all applicable provisions of the Redlands Municipal Code.

8. All plans submitted to the City shall reflect all Planning Commission and/or City Council approvals and any other changes required by the Commission, Council and/or staff. This condition applies to site plans, landscape plans, elevations, grading, and all other illustrations, text, or plans submitted to the City in connection with the project.

9. No Certificate of Occupancy shall be granted for a building or phase, or building permit shall receive final approval and signature, until all applicable Conditions of Approval have been satisfied for that building or phase.

10. The applicant shall not make any modifications or changes during construction that are in conflict or contrary to the project's approved site design, grading plan, landscape plan, or building elevations without first consulting with the Development Services Director or designee.

11. A copy of the approved Conditions of Approval shall be included on the cover page of the construction plans submitted to the Building Division.

12. The applicant shall comply with all applicable federal, state, and local laws. Violations or convictions of any of those laws in connection with the use may be cause for revocation of this permit.

13. Developer shall provide off-street parking for the project, including the number/types of spaces, stall dimensions, paving, striping, location, and access, as required by the Redlands Municipal Code. Prior to issuance of a building permit for any building, the Developer shall provide the typical drive aisle width and typical parking space dimensions for each row of parking (within each parking area, lot, garage, or structure) shown on the Site Plan, Floor

Plan, and Civil Plans. Prior to issuance of an engineering permit for streets and off-site improvements, the Developer shall provide the typical parking space dimensions for each row of parking (for each on-street parking area or row) shown on the Street Improvement Plans.

14. Developer may not modify any use approved by this permit unless the Planning Division determines that Developer has provided the parking required by the Redlands Municipal Code for the modified use.

15. Developer shall provide off-street loading area(s) for the project, including the number of spaces (or equivalent area), dimensions, paving, striping, location, and access, as required by Redlands Municipal Code Section 18.164.340.

16. Prior to issuance of a building permit, Developer shall submit final exterior building material(s) and color scheme for review and approval by the City Planner or designee. Plans submitted by Developer with building permit applications shall show on the building elevation sheets: all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish, etc.); trim features and dimensions around doors, windows, and other openings; exterior lighting, including all fixtures, models and numbers, and light cut sheets or manufacturer sheets; and rooftop equipment screening.

17. Prior to issuance of a building permit for a building, Developer shall submit landscape and irrigation construction plans. Developer shall coordinate with staff to finalize the precise planting plan, including but not limited to: specifying landscape screening for any ground-mounted equipment or utilities; clustering or greater density of planting around focal points (e.g., major entries and intersection corners); accommodating the required corner cutoff area where driveways intersect streets; and avoiding excessive use of decorative rock, gravel, or wood chips as a substitute for organic groundcover.

18. All landscaped areas noted on the site plan shall be permanently maintained with healthy planting material, and whenever necessary shall be replanted with suitable vegetation. Shrubs, hedges, groundcovers, screening landscape, etc., shall be required to be maintained and/or replaced on the subject properties in substantial conformance with the approved landscape planting plan. A qualified arborist or horticulturist may be consulted.

19. Trees shall be allowed to grow to the full genetic height and habit (trees shall not be topped or overly trimmed). Trees shall be maintained using standard arboriculture practices. Trees shall be required to be maintained and/or replaced on the subject properties in substantial conformance with the approved tree planting plan. A qualified arborist or horticulturist may be consulted.

20. Transformer cabinets and commercial gas meters shall not be located within required setbacks and/or adjacent to public streets, and shall be screened from public view either by architectural treatment or with landscaping. Multiple electrical meters and panels shall be fully enclosed and incorporated into the overall architectural design of the building(s).

Backflow preventers shall be enclosed with landscaping that will provide complete screening upon maturity. The location and method of enclosure or screening of this equipment shall be shown on the construction plans and landscape plans prior to building permit issuance. Location of said equipment shall be coordinated with appropriate utility company (i.e., Southern California Gas Company or Southern California Edison Company). The applicant shall submit plans showing details of screening subject to review and approval by the Development Services Director, prior to issuance of building permits.

21. Plans submitted for plan check shall include an exterior lighting plan, including fixture and pole designs, for review and approval by the Development Services Director or designee. Prior to building permit issuance, a lighting and photometric plan shall be submitted demonstrating that adequate lighting ranges will be provided throughout the development without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting.

22. Prior to issuance of building permits, Developer shall demonstrate that light poles will not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet. Fixtures on exterior light poles shall direct lighting downward (e.g., contain a flat lens and/or have shielding that directs light downward and contains glare).

23. Interior parking structures shall provide uniform illumination at a minimum level of two (2.0) foot-candles average maintained across the horizontal surface shall be provided inside each parking structure/garage, and a minimum of one (1.0) foot-candle for exterior parking areas. Higher levels are recommended for remote areas subject to security problems (e.g., stairways, elevators, and other pedestrian access points). For energy conservation, motion sensor devices may be utilized to automatically dim and brighten the lighting (e.g., 50%).

24. Prior to the issuance of building permits, the applicant shall submit plans detailing that roof screening is of adequate height to screen any roof-top equipment from public view on all sides, subject to review and approval by the Development Services Director. Screening of air conditioning units and other equipment on the buildings shall be incorporated into or compatible with the architectural design of the buildings. All equipment shall be screened from public view of adjacent roadways and freeways. Plumbing vents, ducts and other appurtenances protruding from the roof of structures shall be placed so that they will not be visible from the front of the property or other major public vantage points. Developer shall include a note on the construction plumbing drawings of exterior elevations to indicate to contractors that roof features shall be grouped and located in the described manner. Roof vents shall be shown on construction drawings and painted to match roof material color.

25. Any gutters, downspouts, pipes, and other drainage appurtenances shall be designed and shall be placed (e.g., internal to the building or inside the exterior walls) so that they will not be visible from the front of the property (i.e., from public right-of-way) or other major public vantage points.

26. Utility meters shall be fully screened and incorporated into the overall architectural design of the building (e.g., interior room, cabinet with wing wall, or equivalent complete screening). Any enclosures or screening shall be architecturally treated to match the exterior of the attached structure.

27. Telecommunications and television equipment or satellite dishes shall not be located on the exterior of any building (including but not limited to balconies, patios, exterior railings, rooflines, etc.). Dwelling units shall be internally wired for all available utility and telecommunications services, with service devices, panels, or meters located within a centralized equipment room. The equipment room(s) in each building shall be fully enclosed and incorporated into the overall architectural design of the building(s). Any satellite dishes/receivers shall only be located on the roof and shall be completely screened from public view on all sides.

28. The project site shall be kept in a weed and dust free condition throughout all periods of construction.

29. Prior to the issuance of a building permit, the applicant shall demonstrate that all carport structures necessary to meet the project's residential covered parking requirement can be constructed without spanning or being built across parcel lines.

30. The applicant shall construct a 6-foot-tall, exposed height perimeter wall between the proposed apartment building and the properties to the west.

31. The applicant shall obtain a Minor Exception Permit prior to the issuance of a building permit for any walls or fences exceeding six feet (6'0") in height.

32. Prior to issuance of any building or engineering permit for any building or phase of the project, the Developer shall prepare and submit a Construction Parking Management Plan for all contractors, workers, and deliveries related to the project site. The Construction Parking Management Plan shall identify areas of the project site, surrounding private properties (with property owner's authorization), and surrounding public streets that construction personnel may utilize. Deliveries of construction materials, equipment, trailers, vehicles, etc., shall be performed on the project site to the extent practicable, and avoid the use of public streets and rights-of-way if possible. The Developer and/or on-site primary general contractor (superintendent) shall have responsibility for monitoring and enforcing the approved parking management plan. The plan shall be subject to review and approval by the City Planner or designee, and may be modified by the City after approval to mitigate any unanticipated impacts or public nuisance conditions.

33. Prior to any use of any public street or right-of-way for construction-related activities, the Developer shall submit and receive approval for a Traffic Control Plan. Developer shall be responsible for repairing, replacing, or financially compensating any damages to public rights-of-way (including but not limited to paving, sidewalks, driveways, curbs and gutters, storm drain facilities, parkway landscape, street trees, public utilities, etc.) to the satisfaction

of the Director(s) of the Municipal Utilities & Engineering Department and/or the Facilities & Community Services Department, or their designee(s), as applicable.

34. Prior to issuance of a Certificate of Occupancy for the final building(s), Developer shall remove all construction materials and vehicles from the subject property.

35. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Solid Waste Division, or Developer shall arrange for self-hauling to an authorized facility.

36. Prior to the issuance of any Certificate of Occupancy, the applicant/developer shall have the Reciprocal Access Agreement approved and recorded with a copy to be on file with Development Services Department.

37. A shared parking access agreement, deed or long-term lease between Parcel 1 and Parcel 2 of Tentative Parcel Map No. 20475 shall be required to secure the requisite parking for the proposed apartment building. Said documents shall be prepared and submitted to the Development Services Director for review and approval and shall be recorded with the County Recorder prior to the issuance of a Building Permit.

38. Prior to issuance of a building permit, Developer shall prepare and submit a Parking Management Plan for review and approval by the Development Services Director.

    a. All residential tenant parking spaces shall be designated and reserved for the unit to which it is assigned (1.0 space per D.U. for units up to 999 square-feet in size, 1.5 spaces per D.U. for units between 1,000 to 1,499 square-feet in size, and 1.0 space per live/work unit up to 1,499 square-feet in size), and in accordance with the approved Residential Parking Plan for the project.
    b. For rental apartments, the owner or management company shall be required to rent or charge a separate fee for the parking space(s) assigned to each dwelling unit in the applicable lease (i.e., "unbundled" parking), for the purpose of reducing unnecessary automobile ownership and reducing motor vehicle trips in a transit-oriented development.
    c. The Parking Management Plan shall detail the location of required guest and covered resident parking within the surface parking lot, and indicate the provisions for shared access and maintenance of required parking facilities located on Parcel 2 for the apartment building located on Parcel 1.
    d. All residential Guest parking spaces shall be available on a first-come, first-serve basis, and the owner shall not designate, reserve, stripe, sign, or otherwise restrict residential Guest parking spaces for individual residential or commercial tenants. All residential Guest parking spaces shall remain equally open and available to all residential guests, visitors, and others.
    e. The owner or management company shall not rent or charge a separate fee for residential Guest parking spaces.

f. In accordance with Section 18.92.080(B) of the Redlands Municipal Code, up to 100% of the residential Guest parking spaces may be shared for joint use with all commercial tenants within the mixed-use development.

39. Loading and unloading of household goods: The loading/unloading of household goods or materials for the residential units (e.g., including but not limited to furniture, appliances, construction materials, and other large items) that takes place within any public or private street, shall be limited to the hours of 7:00 A.M. to 10:00 P.M. on weekdays, and 7:00 A.M. to 10:00 P.M. on weekends and holidays.

40. Noise Notification: As a required element of lease disclosures to potential tenants, residents shall be notified in writing that they will be living in an urban area and within a commercial land use district (i.e., a downtown business district and/or near a train station), and that the intermittent and ambient noise levels may be higher than a purely residential neighborhood due to nearby business activities, pedestrian activities, special events, motor vehicle traffic, Metrolink and Arrow trains operating at the nearby train station, public services (by City of Redlands or others), and various other noise sources that may not be known at the present time. The commercial noise-generating sources and activities shall have the right to continue operating in accordance with the City's Noise Ordinance regulations applicable in a commercial zone (see RMC Chapter 8.06, including Sections 8.06.070 and 8.06.080). The signature of the residents shall confirm receipt and understanding of this information.

41. Prior to issuance of any buildings permits for any building, the Developer shall prepare and submit a Trash Management Plan for the project. The plan shall provide estimates of trash generation for both residential and commercial uses, estimates for the numbers and sizes of containers and facilities, schedule for City services, pertinent instructions for on-site maintenance staff (e.g., bins and containers shall not be placed on public streets and left unattended outdoors for more than two hours before or after trash service pick-up, bins and containers shall not be placed or staged in a manner that obstructs any vehicle travel lanes, etc.), and other necessary information as required by the City. The plan shall be subject to review and approval by the Facilities & Community Services Department and the Development Services Department, and may be modified by the City after approval to mitigate any unanticipated impacts or public nuisance conditions.

42. Bus Stop: Prior to issuance of any building or engineering (site improvement) permits, Developer shall coordinate placement of the bus stop on the new Site Plan (i.e., existing, new or relocated bus stop location along Brookside Avenue abutting the project site), in accordance with RMC Section 18.224.020(F).

a. Developer shall coordinate placement of bus stop improvements on the Site Plan in cooperation with Omnitrans and the City, and Developer shall construct the necessary improvements including but not limited to concrete boarding area and sidewalk (e.g., sidewalk shall be a minimum of 10'0" in depth from the curb to accommodate bus shelter, and minimum of 25'0" in length) and a reinforced concrete pad embedded in the roadway to protect the roadway from structural damage due to the weight of the bus.

b. Developer shall purchase one (1) Omnitrans Standard Shelter manufactured by Tolar Mfg. Co., 17 feet in length (or an equivalent approved by the City in consultation with Omnitrans) for delivery to Omnitrans. Omnitrans will be responsible for installing the new shelter at the final location.

43. Bicycle Facilities: New nonresidential and multi-family (of 10 or more units) developments shall install bicycle racks or secured lockers at a rate of one per thirty (30) parking spaces with a minimum of a three (3) space bicycle rack. Plans submitted to Plan Check shall include information and specifications to verify this requirement has been met.

44. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Sign locations and illumination are subject to review and approval by the Planning Division under separate permit.

45. A Sign Program shall be required for the commercial portions of the project. The Sign Program shall specify the types of permitted signs, development standards for different types of allowable signs (e.g., location, placement, dimensions, sign area, text or lettering, graphics or images, colors, illumination, installation methods, etc.), provide appropriate formulas and calculations, provide sign area allotment for each tenant space, and provide a review checklist for use by future commercial tenants.

Subdivision Conditions

46. This Tentative Parcel Map No. 20475 authorizes the subdivision of a total of approximately 3.01 acres into two parcels as follows: approximately 1.68 acres located west side of the proposed project (Parcel 1) for 131 apartment dwelling units; and approximately 1.33 acres located on the eastern side of the project at the at the northwest corner of Brookside Avenue and N. Eureka Street (Parcel 2) for three commercial (restaurant) pads.

47. This Tentative Parcel Map shall automatically expire 24 months after the approval date for the project, unless Developer has diligently developed the proposed project, as shown by the recordation of a Final Map with the San Bernardino County Recorder's Office.

48. This permit/approval is granted for the plans dated August 5, 2022 ("the plans") on file with the Planning Division. The project shall be in substantial conformance with the approved plans.

49. The Final Parcel Map(s) shall comply with the Subdivision Map Act and the Redlands Municipal Code (RMC).

50. The Final Parcel Map(s) shall be in substantial conformance with the Tentative Parcel Map and plans submitted by the applicant and placed on file in the office of the Planning Division.

51. This permit or approval may be modified or revoked by the City should it be determined that the proposed use as permitted by this approval or conditions under which they were permitted are detrimental to the public health, welfare, or materially injurious to property or improvements in the vicinity or if the use is maintained so as to constitute a public nuisance.

52. By signing and/or using this permit, the permittee acknowledges all of the conditions imposed and accepts this permit subject to those conditions and with full awareness of the provisions of Redlands Municipal Code Title 15 (Buildings and Construction), Title 16 (General Plan), Title 17 (Subdivision Regulations), and Title 18 (Zoning Regulations). Failure of the permittee to sign these conditions does not affect their enforceability by the City or other responsible entity. These conditions are binding upon all future property owners and occupants of the subject property.

53. Any application(s) for an extension of time of the above expiration date shall be filed with the Planning Division not less than 90 days prior to the expiration date and shall comply with Title 17 (Subdivision Regulations) of the Redlands Municipal Code. Upon application by the subdivider prior to the expiration of the approved or conditionally approved tentative map, the tentative map shall be automatically extended in accordance with the Subdivision Map Act.

SCEA Mitigation Measures (MM), Project Design Features (PDF), and/or Existing Plans, Programs, Policies (PPP):

54. PPP AQ-1: Rule 403. All applicable measures included in Rule 403, shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

55. PPP AQ-2: Rule 1113. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 (2):

- Only "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113 shall be used.

56. PPP AQ-3: Rule 445. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 445 (3):

- Rule 445 prohibits the use of wood burning stoves and fireplaces in new developments.

57. MM BIO-1: Pre-construction Nesting Bird Survey. Construction plans and Project specifications shall state that if construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project area and adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

58. MM CUL-1: Archaeological Monitoring. The Applicant shall retain a qualified archaeologist to perform archaeological monitoring and the archaeologist shall be present during initial ground-disturbing activities (e.g., site preparation, demolition of historic structures, and grading up to ten feet below surface) to identify and assess any known or suspected archaeological and/or cultural resource. The qualified archaeologist shall develop a Cultural Resources Management Plan to address the details, timing, and responsibility of all archaeological and cultural resource activities that occur on the Project site. The plan shall include a scope of work, project grading and development scheduling, pre-construction meeting (with consultants, contractors, and monitors), a monitoring schedule during all initial ground-disturbance related activities, safety requirements, and protocols to follow in the event of previously unknown cultural resources discoveries that could be subject to a cultural resources evaluation. The plan shall be submitted to the City and the Consulting Tribe(s) for review and comment, prior to final approval by the City. The Monitoring and Treatment Plan shall incorporate the components described in Mitigation Measure TCR-1.

In the event that cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and the qualified archaeologist shall assess the find. Work on the other portions of the Project outside the buffered area may continue during the assessment period. Additionally, the San Manuel Band of Mission Indians shall be contacted, as detailed within Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

If significant pre-contact and/or historic-era cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall follow the stipulations of the Monitoring and Treatment Plan. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the Project.

59. PPP GEO-1: California Building Code. The Project is required to comply with the California Building Code as included in the City's Municipal Code Chapter 15.04 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.

60. MM PAL-1: Paleontological Resources. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Redlands Planning Department, or designee, from a qualified professional paleontologist pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall also require paleontological monitoring pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology for ground disturbing activities greater than five feet in depth within native soil, as determined by the Project paleontologist.

    In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.

    Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

61. PPP WQ-1: Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) pursuant to the Municipal Code Chapter 13.54. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be

required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Redlands staff or its designee to confirm compliance.

62. PPP WQ-2: Prior to grading permit issuance, the project developer shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The project shall comply with the City's Municipal Code Section 13.54 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.

63. PPP N-1: The Project plans shall state the Project is required to comply with construction hours of operation outlined in Section 8.06.120 of the City's Municipal Code; construction activities shall take place between the hours of 7:00 am and 8:00 pm on weekdays, including Saturdays, with no activity taking place at any time on Sundays or federal holidays. In addition, all motorized equipment used in such activities are required to be equipped with functioning mufflers.

64. MM N-1: Large loaded trucks and dozers (greater than or equal to 80,000 pounds) shall not be used within 30 feet of the southwest Property line, as shown on N-3. Instead, smaller, rubber-tired bulldozers (less than 80,000 pounds) shall be used within this area during Project construction to reduce vibration effects.

65. PPP PS-1: Schools Development Impact Fees. Prior to issuance of building permit, the Developer shall pay applicable school development impact fees levied by the Redlands Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407).

66. PPP PS-2: Park Fees. As a Condition of Approval of a tentative map, the Developer shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.

67. PPP PS-3: Development Impact Fees. As a standard requirement and included as a Condition of Approval for the Project, and prior to issuance of any building permits for the Project, the Developer shall pay all applicable City of Redlands Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.

68. MM TCR-1: The San Manuel Band of Mission Indians Cultural Resources Department shall be contacted, as detailed in MM CUL-1, of any pre-contact and/or historic-era cultural resources discovered during Project implementation, and shall be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA, a Cultural Resources Monitoring and Treatment Plan shall be prepared by the Project archaeologist, in coordination with the San Manuel Band of Mission Indians, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents the San Manuel Band of Mission Indians for the remainder of the Project, should the San Manuel Band of Mission Indians elect to place a monitor onsite.

Any and all archaeological and cultural documents created as part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Applicant and the City of Redlands Development Services Department for dissemination to the San Manuel Band of Mission Indians. The City of Redlands and/or Applicant shall, in good faith, consult with the San Manuel Band of Mission Indians throughout construction of the Project.

Building & Safety Division

69. When the Entitlement Review is approved submit complete construction drawings including structural calculations, energy calculations and a soils report to Building and Safety at the One Stop Permit Center for plan review in accordance with the current edition of the California Building and Fire Codes including all local ordinances and standards which are effective at the time of Plan Check Submittal.

70. The new structures are required to be equipped with automatic fire sprinklers per the CBC/CFC, NFPA 13, and the Redlands Municipal Code §15.20.

71. Emergency escape and rescue openings are required in each sleeping room. Such openings shall open directly into a public way or to a yard or court that opens to a public way. Exception for R-2 occupancies constructed of Type I, IIA, IIIA or IV construction equipped throughout with an approved automatic sprinkler system as per the latest edition of the California Building Code Section 903.3.1.1.

72. Office rooms in Unit 2XD1 that has no emergency escape and rescue openings shall have at least one wall that is at least fifty percent open to the adjoining room. This wall opening shall have no framed in doors to the adjoining room.

73. Stairway access to the roof at the four-story section is required as per the latest edition of the California Building Code.

74. Building floor allowable areas, area separations, and occupancy separations shall comply with the current edition of the California Building Code.

75. Door swings into exit corridors shall comply with the current edition of the California Building Code.

76. Fire separation distances and maximum area of exterior wall openings based on fire separation distances at the three-restaurant pad/buildings shall comply with the current edition of the California Building Code.

77. Disabled access for the site and buildings must be in accordance with the State of California and ADA regulations.

78. Required accessible parking for unassigned and visitor parking, assigned parking, and public spaces shall comply with the latest edition of the California Building Code

Chapter 11A and 11B.

79. The project site is in the FEMA Flood Plain Zone AO with a Base Flood Depth of +1 foot. An additional +2 foot is required to be added to the Base Flood Depth as per the Redlands Municipal Code §15.32.110 (C) 4. Provide a FEMA Elevation Certificate at time of Construction Drawings, Pad Certification, and at Finished Construction, or provide a letter and Map revision with FEMA, or provide a Flood Proofing Certificate.

Other City Departments/Divisions

80. Facilities & Community Services Department:

    a. Two (2) existing street trees (California Fan Palms) on Brookside Avenue adjacent to proposed driveway shall be relocated to the empty section of the parkway at the southwest corner of the project.
    b. Street trees between California Fan Palms in parkway adjacent to Brookside shall be a selection of three (3) of the following: Strawberry Tree, Pink Trumpet Tree, Western Redbud, Eastern Redbud.

81. The attached conditions of approval from the following City Departments/Divisions are applicable to the project, and are hereby incorporated by reference:

    a. Development Services/Land Use Engineering Division (Exhibit B)

_____

Brian Desatnik
Development Services Director

EXHIBIT B
CONDITIONS OF APPROVAL
DEVELOPMENT SERVICES DEPARTMENT
LAND USE ENGINEERING DIVISION

[Attached]

REDLANDS DEVELOPMENT SERVICES DEPARTMENT
LAND USE ENGINEERING
DEVELOPMENT REQUIREMENTS
TENTATIVE PARCEL MAP NO. 20475 AND CONDITION USE PERMIT NO. 1138

Date of P.C. Meeting:	**August 30, 2022**
Applicant:	**VantageOne Real Estate Investments, LLC**
Location:	**Northwest Corner of Brookside Avenue and Eureka Street**
Project Description:	**Construct a 131 Unit Apartment Complex and Three Restaurant Buildings**

The applicant shall comply with the following engineering requirements to allow for the orderly development of the surrounding area and for public health and safety.

All requirements for development shall be consistent with requirements set forth in the General Plan; applicable sections of Redlands Municipal Code; latest edition of "Redlands Standard Specifications and Detail Drawings for Design and Construction of Public Improvements"; latest edition of American Public Works Association "Standard Plans for Public Works" and "Standard Specifications for Public Works Construction – Greenbook"; latest edition of "Redlands Water Systems Standard Specifications"; latest edition of "Redlands Sanitary Sewer Systems Standard Specifications"; and current Redlands policies and guidelines relative to development projects.

A. The following items are required prior to issuance of the GRADING PERMIT.

1. Pay plan check fee as established per resolution. The amount will be determined at plan check submittal.

2. Plans required to be submitted include:
   a. Precise Grading Plan. Grading plans shall be coordinated with the existing and proposed off-site improvements. (RMC 15.04)
   b. SWPPP/Erosion Control Plan. Erosion/Sediment Control Plan shall be submitted for review and approval. A copy of the project's Storm Water Pollution Prevention Plan (SWPPP) shall be submitted for review. SWPPP Best Management Practices (BMPs) to prevent and control discharges to the municipal separate storm sewer (drain) system shall be in effect for the entire duration of project construction to its completion and acceptance by the City. (RMC 13.54)
   c. Water Quality Management Plan. Submit final Water Quality Management Plan (WQMP) for review and approval. WQMP shall consist of post construction Best Management Practices (BMPs) prepared in accordance with the requirements and guidelines of the San Bernardino County Stormwater Program. The requirements of the WQMP shall remain in effect throughout the life of the project. (California State Order No. R8-2010-0036)

   All plans used as reference for design shall be listed on title sheet of all plans with reference numbers. All plans shall be submitted on 24" x 36" size sheets. Six (6)

copies of each are required. After final review, grading and SWPPP plans shall be submitted on 24" x 36" size, min. 4 mil, mylar sheets for City's approval.

3. Submission of plan sets shall be complete and include all required engineering designs and drawings listed in No. 2 above. All plans submitted shall be substantially complete, and no plan check queue place-holder plans will be accepted. An incomplete plan submittal will not be accepted for plan check.

4. All support documentation shall be submitted with the plans to be checked. Submission shall include:
   a. Hydrology Report and Hydrologic Calculations; (RMC 17.11.020)
   b. Geotechnical Report; (RMC 17.07.040)
   c. Easement Documents. (RMC 17.11.090)

5. The post-construction stormwater discharge rate (Q) from a 100 year storm event shall not be greater than the pre-construction stormwater discharge rate (Q).

6. A final WQMP that is in substantial conformance with the preliminary WQMP and in full conformance with the WQMP Guidance Document shall be submitted and approved prior to the approval of precise grading plans.

7. Cash cleanup deposit shall be submitted ($3,000.00). Deposit will be reimbursed after the work is completed and accepted by the City upon written request. (RMC 12.16.290)

8. Truck route permit is required for all construction vehicles 5 tons and over gross vehicular weight (e.g., concrete trucks) using streets other than established truck routes. (RMC 10.54)

   NOTE: Cash cleanup deposit and truck route permit submitted during the grading process could be transferred to be used during building construction or off-site improvement construction if it is within the time limit specified in the truck route permit, otherwise a new truck route permit must be issued.

9. For all development requiring coverage under the state of California General Storm Water Permit, in effect at the time of permit issuance, and whom have filed with the State Board a Notice of Intent (NOI), a copy of the Waste Discharge Identification Number (WDID) and NOI shall be submitted for review and file. Call (866) 563-3107. (RMC 13.54)

10. The Final WQMP shall also include a site trash plan detailing the installation, operation, and maintenance of a Full Capture System (FCS) for loose trash. The intent of the FCS is to capture loose trash preventing the trash from entering the site storm drains and basins. BMPs or devices used as FCS devices shall require acceptance by the City Engineer. Full Capture Systems are defined as treatment controls (either a single device or a series of devices) capable of trapping all particles 5 mm or greater. In addition, the FCS shall trap trash from the greater of:

a. A flow not less than the peak flow rate, Q, resulting from a one-year, one-hour, storm. Precipitation intensity shall be determined using the NOAA ATLAS 14 Point Precipitation Frequency Estimates web site; or
b. A flow rate equal to the on-site storm water conveyance system including pipes, channels, and swales.

11. FEMA Elevation Certificate (Pre-Construction). All new construction or substantial improvements within a Special Flood Hazard Area (designated floodplain) shown on the FEMA flood map (FIRM) shall comply with the City's floodplain management regulations (Chapter 15.32, Redlands Municipal Code). For proposed developments within a floodplain, the applicant must submit a FEMA Elevation Certificate (EC) for review and acceptance by the Municipal Utilities and Engineering Department prior to issuance of the grading permit. This certification shall be made by a registered professional engineer or land surveyor in the State of California. The latest EC form and instructions can be downloaded from the FEMA website at www.fema.gov.

B. The following items are required prior to RECORDATION OF PARCEL MAP.

1. Pay plan check fee as established per resolution. The amount will be determined at plan check submittal.

2. Plans required to be submitted shall include (RMC 17.17.060):
   a. Parcel Map;
   b. Storm Drain Construction;
   c. Street Tree Installation – Street trees shall be provided as per the approved Street Tree List;
   d. Street Light Installation – Provide street lighting plan which show approved locations of service pedestal(s), conduits, street lights, appurtenances, and any necessary detail by Southern California Edison Company;
   e. Sewer Main Installation; and
   f. Approved Onsite Potable and Irrigation Water Line Installation.

   All plans used as reference for design shall be listed on title sheet of all plans with reference numbers. All plans shall be submitted on 24" x 36" size sheets. Three (3) copies of each are required. After final review, plans shall be submitted on 24" x 36" size, min. 4 mil, mylar sheets for City's approval.

3. Submission of plan sets shall be complete and include all required engineering designs and drawings listed in No. 2 above. All plans submitted shall be substantially complete, and no plan check queue place-holder plans will be accepted. An incomplete plan submittal will not be accepted for plan check.

4. All support documentation shall be submitted with the plans to be checked. Submission shall include (RMC 17.11.020 and RMC 17.11.090):
   a. Title Reports and backup documents for the property;
   b. All record maps and deeds referenced on the Tract/Parcel Map;
   c. Easement Documents;
   d. Boundary and Lot Closure Calculations; and
   e. Record plans, maps and documents.

5. Pay the required development impact fees per ordinance in effect at time of approval of Final/Parcel Map. The exact amount will be determined based upon the review of the final building plans and project information. Development Impact Fees shall include;
   - Water Source Acquisition Charge (RMC 13.40);
   - Water/Sewer/Recycled Water Frontage Charges; (RMC 13.44 and 13.12) and
   - Remaining Development Impact Fees will be due at time of building permit issuance or water meter installation (RMC 13.48.030 and Redlands Ordinance No. 2830).

6. All off-site improvements shall be designed by a Civil Engineer licensed in the State of California. All existing utilities shall be pot-holed to determine the actual depth if no signed plan is available. Field notes will be submitted at time of submitting the plan for review and plan checking (RMC 17.17.060).

7. The approximate locations of existing underground utilities shall be shown on the improvement/site/grading plans. The utilities shall be plotted from record and field data. The City of Redlands and the design Engineer assume no liability as to the exact location of said lines where locations are not shown.

8. Submission of approved onsite potable and irrigations plans is required prior to connection to recycled water system. All onsite improvements shall be done in accordance with the Water Resources Control Board, Division of Drinking Water requirements for recycled water. City shall submit plans to Division of Drinking Water for approval prior to final approval and installation of irrigation meters.

9. Final City approved mylars for all public improvements shall be on file with the Municipal Utilities and Engineering Department.

10. Requirements for Brookside Avenue (RMC 17.15 and 17.17):

    a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This shall include, but not be limited to the installation of curb and gutter due to driveway relocations, replacement of uneven sidewalk, improvements to the ADA ramp at Eureka Street for ADA compliance;
    b. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the

City Engineer between the new curb and gutter to the street centerline verified through a geotechnical report;

c. Provide street trees as approved by the Facilities and Community Services Department Director avoiding sewer and water laterals. Prepare and submit a separate street tree plan for City approval;
d. Construct underwalk drain, if necessary;
e. Use traffic index of 9.0;
f. Install a minimum 8 inch diameter recycled water main including necessary valves and appurtenances; and
g. Install residential/commercial fire hydrants as required by the Redlands Fire Department.

11. Requirements for Eureka Street (RMC 17.15 and 17.17):

a. Dedicate to provide for a 44 foot half street right-of-way width;
b. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This shall include, but not be limited to the installation of curb and gutter due to driveway relocation and replacement of uneven sidewalk;
c. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the new curb and gutter to the street centerline verified through a geotechnical report;
d. Install LED ornamental streetlight(s) [LEOTEK (GCJ2-20H-MV-WW-2-GY-1A-WL-PCR7-CR) or approved equal], with the equivalent illumination of a 150 watt sodium vapor street light. Streetlight spacing shall be determined by the City of Redlands design specifications. Installation of one (1) light will be required. Location of the light will be determined at time of plan preparation. Coordinate with City staff for guidance. Prepare and submit a separate street lighting plan for City approval;
e. Construct underwalk drain, if necessary;
f. Use traffic index of 9.0; and
g. Install residential/commercial fire hydrants as required by the Redlands Fire Department.

12. Requirements for Citrus Avenue (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This shall include, but not be limited to the installation of curb and gutter due to driveway relocation/removal and replacement of uneven sidewalk;
b Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the new curb and gutter to the street centerline verified through a geotechnical report;

c. Install LED ornamental streetlight(s) [LEOTEK (GCJ1-20H-MV-WW-2-GY-580-WL-PCR7) or approved equal], with the equivalent illumination of a 100 watt sodium vapor street light. Streetlight spacing shall be determined by the City of Redlands design specifications. Installation of one (1) light will be required. Location of the light will be determined at time of plan preparation. Coordinate with City staff for guidance. Prepare and submit a separate street lighting plan for City approval. Work with SCE to remove the existing streetlight located on a utility pole;
d. Construct underwalk drain, if necessary;
e. Use traffic index of 6.0; and
f. Install residential/commercial fire hydrants as required by the Redlands Fire Department.

13. Provide for adequate drainage facilities as shown on the approved tentative parcel map and as accepted by the City Engineer. The applicant shall provide and submit all necessary hydrology/hydraulic studies and calculations in accordance with the San Bernardino County Hydrology Manual The existing storm drain through the project site shall be appropriately abandoned. Details of the storm drain seals shall be shown on the storm drain plans. Provide storm drain easement(s) as accepted by the City Engineer (RMC 17.17).

14. Provide a structural analysis of the proposed storm drain and sewer main. The purpose of the analysis is to verify integrity of the facility, the ability of the facility to withstand any loading resulting from the proposed buildings, verification that the storm drain will not negatively impact the proposed buildings, and also to identify any necessary repairs to the existing structure that may be needed because of the proposed project. The overall intent of the analysis is to determine that the storm drain, and the buildings will function without negatively impacting each other during construction (near term) and over time with operation and maintenance (long term). This analysis shall be subject to review and approval of the City Engineer (RMC 17.17).

14. An adequately sized sewer main shall be installed along Eureka Street and through the project site to Citrus Avenue. The applicant shall provide and submit all necessary hydrology/hydraulic studies and calculations to adequately size the sewer main. The existing sewer main and lateral through the project site shall be appropriately abandoned. Provide sewer easement(s) as accepted by the City Engineer

15. All off-site utilities shall be placed underground. The undergrounding shall include power poles located along the project site's street frontage(s) and may include power poles beyond the site's boundary as determined by Southern California Edison (SCE). Those power lines that are 66KV or greater will not be required to be undergrounded. Any power pole(s) that contain a streetlight will be required to install a standard streetlight, in accordance with the Municipal Utilities and Engineering Department's standards. The existing overhead lines linking the existing SCE owned streetlights on Brookside Avenue shall be undergrounded or

replaced with standard streetlights, in accordance with the Municipal Utilities and Engineering Department's standards. Plans shall be submitted that detail the undergrounding of all off-site utilities, subject to review and approval by the City Engineer. (RMC 17.17.020)

16. Install reduced pressure principle backflow devices as required by City Engineer. (RMC 13.20)

17. Install onsite fire line with double detector check valve backflow devices at service connection satisfactory to the City Fire Department. (RMC 13.20)

18. Improvement bonds must be posted for the total estimated cost of off-site improvements as follows (RMC 17.17.080):

Performance	100% security (due prior to final map approval)
(Warranty)	10% security (due at time of acceptance of improvements)
Labor and Materials	50% security (due prior to final map approval)

Acceptable security forms: Surety Bond(s), Letter of Credit from a qualified bank or institution, Cash Deposits, or Set Aside Letter (savings account) in City's name subject to approval of the City Attorney and Finance Director.

19. Survey and Monumentation cash bond must be posted.

20. The 10% warranty security will be retained for one year after acceptance of public improvements by the City for warranty of off-site work.

21. Execute Subdivision Improvement Agreement (RMC 17.17.070).

C. The following items are required prior to issuance of the BUILDING PERMIT

1. Pay plan check fee as established per resolution. The amount is to be determined at plan check submittal. (City Resolution No. 7671)

2. Provide pad certification and compaction report to the Building and Safety Department.

3. Pay the required development impact fees per ordinance in effect at time of issuing the building permit. The exact amount will be determined based upon the review of the final building plan or project information. Development Impact Fees shall include:
    - Transportation Facilities; (RMC 3.54)
    - Fire Facilities; (RMC 3.60)
    - General Government Facilities; (RMC 3.60)

- Library Facilities; (RMC 3.60)
- Open Space/Park; (RMC 3.32)
- Police Facilities; (RMC 3.60)
- Storm Drain Facilities; (RMC 3.56)
- Water Capital Improvement Charge; (RMC 3.48)
- Recycled Water Capital Improvement Charge; (RMC 3.53)
- Water Source Acquisition Charge *; (RMC 13.40)
- Sewer Capital Improvement Charge; (RMC 3.44)
- Solid Waste Capital Improvement Charge; (RMC 3.70) and
- Water/Sewer/Recycled Water Frontage Charges *. (RMC 13.44 and 13.12.)

* These charges are required for building permit issuance if Final or Parcel Map was not required for the project or charges were not paid with the Final or Parcel Map approval.

4. Although this project will have an on-going inspection throughout construction, a final inspection for all off-site improvements must be scheduled by developer to certify that these improvements comply with City specifications. (RMC 12.16.090)

5. Comply with the Solid Waste Recycling Access Act of 1991 (AB 1327) and install double solid waste bin enclosure(s). Submit a plan prepared by a licensed engineer showing bin enclosure(s) location on the site plan with solid waste truck turning and/or turnaround track template superimposed.

6. Submit recycling plans for site demolition/construction for review and approval in accordance with Chapter 13.66 of the Redlands Municipal Code.

7. FEMA Elevation Certificate (Pre-Construction). All new construction or substantial improvements within a Special Flood Hazard Area (designated floodplain) shown on the FEMA flood map (FIRM) shall comply with the City's floodplain management regulations (Chapter 15.32, Redlands Municipal Code). For proposed developments within a floodplain, the applicant must submit a FEMA Elevation Certificate (EC) for review and acceptance by the Municipal Utilities and Engineering Department prior to issuance of the building permit. This certification shall be made by a registered professional engineer or land surveyor in the State of California. The latest EC form and instructions can be downloaded from the FEMA website at www.fema.gov.

8. Parcel map shall be recorded and proof of recordation provided.

D. The following items are required prior to approval of APPLICATION FOR WATER SERVICE CONNECTION and prior to WATER METER INSTALLATION.

1. Pay the Water Capital Improvement Charge; (RMC 3.48.030)

2. Pay the Water Source Acquisition Charge; (RMC 13.40)

3. Pay the Recycled Water Capital Improvement Charge; (RMC 3.53.050)

4. Pay the Water Meter Charge. (Redlands Ordinance No. 2830)

E. The following items are required prior to issuance of the ENCROACHMENT PERMIT.

5. Cash cleanup deposit shall be submitted ($3,000.00). Deposit will be reimbursed after the work is completed and accepted by the City upon written request. (Required unless previously submitted under Sections A, B or C.) (RMC 12.16.290)

6. Truck route permit is required for all construction vehicles 5 tons and over gross vehicular weight (e.g., concrete trucks) using streets other than established truck routes. (RMC 10.54)

7. Section 4216/4217 of the Government Code requires a Dig Alert Identification Number be issued before a "Permit to Excavate" will be valid. For your Dig Alert Identification Number, call Underground Service Alert toll free, 1-800-227-2600, two (2) working days prior to conducting any excavation. (RMC 12.20.120)

8. Encroachment Permit application and two (2) sets of City approved plans must be submitted for all off-site improvements. Encroachment Permit fees shall be paid prior to issuance of Encroachment Permit. (RMC 12.16.010)

9. A California OSHA Permit Number for all work that is 5 feet deep or deeper shall be provided. Call (909)383-4321. (RMC 12.16.040)

10. A copy of soils report is required with recommendation for the final pavement structural section to be submitted prior to placing of the street pavement. The report shall include test results and boring/sampling locations.

11. A traffic control plan shall be prepared in accordance with the latest revision of CA MUTCD or W.A.T.C.H. manual, submitted and accepted by the City Engineer prior to issuance of an encroachment permit. The plan shall show all required construction signage, warning devices, road closures, detours, delineation, phasing schedules and anticipated durations of closures and detours for any work within the public right-of-way. The plans shall provide names and 24-hour phone numbers of individuals who can be contacted regarding traffic control measures.

12. Improvement bonds must be posted for the total estimated cost of off-site improvements as follows:

Performance	100% security (due prior to final map approval)
(Warranty)	10% security (due at time of acceptance of improvements)
Labor and Materials	50% security (due prior to final map approval)

Acceptable security forms: Surety Bond(s), Letter of Credit from a qualified bank or institution, Cash Deposits, or Set Aside Letter (savings account) in City's name subject to approval of the City Attorney and Finance Director.

12. Execute Subdivision Improvement Agreement. (RMC 17.17.070).

13. The 10% warranty security will be retained for one year after acceptance of public improvements by the City for warranty of off-site work.

F. The following items are required prior to issuance of CERTIFICATE OF OCCUPANCY.

1. All requirements as described in Sections A, B, C, D and E of these conditions of approval shall be met.

2. All work shall be completed to the satisfaction of the City Engineer. All as-built plans shall be delivered to the Municipal Utilities and Engineering Department for review and approval.

3. The Engineer of Record shall file a Final Certification for all grading and improvements relating to the project development.

4. Owner's Licensed Land Surveyor shall reset survey points, monuments, record corners, and centerline ties that were destroyed during construction and shall file Corner Records for those points prior to completion of the project with San Bernardino County Surveyor. Copies of information shall be furnished to the Municipal Utilities and Engineering Department. [California B&P Code 8762, 8767, 8768, 8771, and 8773(b)]

5. FEMA Elevation Certificate (Finished Construction). A post-construction Elevation Certificate (EC) shall be submitted for all new construction or substantial improvements within a Special Flood Hazard Area (designated floodplain) shown on the FEMA flood map (FIRM). This certification shall provide as-built survey elevations to verify compliance with the City's floodplain management regulations (Chapter 15.32, Redlands Municipal Code). This certification shall be made by a registered professional engineer or land surveyor in the State of California and submitted to the Municipal Utilities and Engineering Department for review and acceptance prior to issuance of the Certificate of Occupancy. The latest EC form and instructions can be downloaded from the FEMA website at www.fema.gov.

6. One mylar copy of recorded parcel map shall be furnished to the Municipal Utilities and Engineering Department.

7. A list of as-built infrastructure improvement quantities shall be provided in the Excel format provided by the City showing quantities for each street segment (i.e., pavement, curb and gutter, sidewalk, etc.)

8. Streets may be required to have a seal coat applied at the option of the City Engineer. Type of seal coat is to be determined by the City Engineer.

9. Resurface existing roadway as directed by the City Engineer due to utility installations and construction damage.

10. Existing striping shall be removed and replaced as necessary. New striping and pavement markings shall be installed as required by the City Engineer.

11. Owner/Developer shall provide recycling receipts as required by the recycling plan.

G. The following items are required prior to release of SECURITIES/WARRANTIES/DEPOSITS.

1. Prior to the release of the securities for the project, all improvements shall be reviewed and accepted by the City Engineer.

2. A recorded mylar copy of the Parcel map shall be submitted, if a part of a lot-sale subdivision and not included in Item E.

3. Tie sheets shall be submitted for all monuments found and/or set in the public right-of-way.

4. The release of securities/warranties/deposits must be requested in writing to the City Engineer. Allow 30 days for processing.

Donald P Young

DONALD YOUNG, P.E., P.M.P.
One Stop Permit Center Manager

AKC
Initial



Location Map

This map was produced by the City of Redlands, Geographic Information System.
The City of Redlands assumes no warranty or legal responsibility for the information contained on this map.
The data used to generate this map is dynamic in nature, therefore the information shown may or may not be the most current.

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Scale

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Feet

City of Redlands
Department of Innovation & Technology
Geographic Information Systems

City of REDLANDS "A City That Works"

September 8, 2021

OneStop.mxd



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City of Redlands
Department of Innovation & Technology
Geographic Information Systems

City of REDLANDS "A City That Works"

August 7, 2022

OneStop.mxd

City of Redlands
REQUEST FOR PLANNING COMMISSION ACTION

Special Planning Commission **Agenda Item NO. 5. B.**

Meeting Date: 08/30/2022

APPLICANT:

VANTAGE ONE REAL ESTATE INVESTMENTS, LLC
(PROJECT PLANNER: SEAN REILLY, PRINCIPAL PLANNER)

1. Consideration of an Initial Study and Sustainable Communities Environmental Assessment determination for the proposed project in accordance California Environmental Quality Act (CEQA) Guidelines.

2. **PUBLIC HEARING** to consider **Conditional Use Permit No. 1138** – A request to construct a mixed-use development consisting of 131 apartments and three commercial buildings called the "City Center" on a vacant 3-acre site. The project site is located at 212 and 216 Brookside Avenue (APNs: 0171-211-11-0000 through 0171-211-21-0000, 0171-211-25-0000, and 0171-101-01-0000 through 0171-101-05-0000) in the C-3, General Commercial District.

3. **PUBLIC HEARING** to consider **Tentative Parcel Map No. 20475** – A request to consolidate 17 parcels totaling 3.01 acres (net) and create two parcels for development purposes. Parcel One (1.68 acres) is the proposed location for the residential portion of the project located on the west side of the site. Parcel Two (1.33 acres) is the proposed location of the commercial/retail portion of the project located on the easterly side of the site. The subject property is located at 212 and 216 Brookside Avenue (APNs: 0171-211-11-0000 through 0171-211-21-0000, 0171-211-25-0000, and 0171-101-01-0000 through 0171-101-05-0000) in the C-3, General Commercial District.

SYNOPSIS

1. General Plan Designation:	Commercial
2. Existing Zoning:	C-3, General Commercial
3. Surrounding Zoning:	North: C-3 District East: C-3 District South: Administrative and Professional Office (A-P) District West: C-3 District, A-P District, and Multiple-Family Residential (R-2) District
4. Existing Land Use:	The site is currently vacant and unimproved.

5. Surrounding Land Use:	North: Sunset Funeral Home, Mu Restaurant, Redlands Chamber of Commerce East: Redlands Mall (future site of State Street Village project) South: Post Office, Cortner Chapel Funeral Home, and Pure Gold Office Building West: San Bernardino County office building; single-family and multiple-family residences	
6. Area/Topography:	The vacant site is approximately 3.80 gross acres (3.01 net), is disturbed from the previous demolition of the structures on-site, and slopes downward slightly (3.5%) toward the northwest.	
7. Environmental Assessment:	An Initial Study was prepared, and a Sustainable Communities Environmental Assessment is the recommended determination in accordance with the California Environmental Quality Act.	
8. Socio-Economic Cost / Benefit Study:	The project is exempt from Measure U and no Socio-Economic Cost/Benefit Study is required.	
9. Planning Commission Submittal Dates:	(A) Date Submitted: (B) Date Accepted As Complete: (C) Planning Commission Meeting:	October 7, 2019 July 27, 2022 August 30, 2022

PROPOSAL

The project proposes to develop a mixed use project (residential uses combined with retail/commercial uses) on a vacant site located at the northwest corner of Brookside Avenue and N. Eureka Street (see Attachment A, Location Map & Aerial Photo). The proposal is a transit-oriented development located less than one-quarter mile from the downtown Santa Fe Depot train station. The mixed-use proposal has four new buildings consisting of one apartment building and three commercial buildings for restaurant uses as summarized below.

The residential portion of the project contains one building with a total of 131 apartments. Twelve different floor plans are proposed and include the following apartment types:

Table 1: Apartment Types and Sizes

Unit Type	*Average Size (Square Feet)*	*Number of Units*
Studio	559	68
Studio with Den	587	2
1 Bed 1 Bath	745	27
1 Bed 1 Bath 1 Den	815	25
2 Bed 2 Bath	1020	6
2 Bed 2 Bath 1 Den	1249	3
TOTAL:		*131*

Three commercial buildings (proposed restaurants at this time) are located immediately adjacent to the intersection corner at Brookside Avenue and Eureka Street: Pad 1 will be 3,505 square feet; Pad 2 will be 3,450 square feet; and Pad 3 will be 3,578 square feet.

Covered parking for the residential portion of the project is proposed within a parking garage

underneath the apartment building, as well as a surface lot with carports located in the northwesterly portion of the site. Uncovered guest spaces and restaurant parking is provided within the uncovered portion of the surface parking lot. A total of 213 parking spaces are provided and include 173 residential spaces and 40 non-residential parking spaces.

Project plans are provided including Site Plan (Attachment B), Floor Plans (Attachment C), Architectural Elevations (Attachments D-1 and D-2), Color Renderings (Attachments E-1, E-2 and E-3), Landscape Plan (Attachment F), and Tentative Parcel Map (Attachment G).

BACKGROUND

Project Site History: The City Center project site is approximately 3 acres in size and is located in the northwest corner of Eureka Street and Brookside Avenue (see Attachment A – Location Map & Aerial Photo). The project site was previously developed with the City's safety hall and police station, City Council chamber, a San Bernardino County Courthouse, and two single-family residences. In 2017, the properties were purchased from the City by Vantage One Real Estate Investments (the current property owner and applicant). In 2018, the developer received approval to change the General Plan land use designation to "Commercial" as well as change the zoning to "General Commercial (C-3)" for the entire project site and demolished all structures on-site in preparation for future redevelopment. The site has remained vacant since that time.

In October 2019, the property owner submitted a development application for the "City Center" project in its current form, in addition, the property owner requested a determination that the proposed project would be exempt from Measure "U" in 2021.

Measure U: The language of Measure "U" provides exemptions for six "Special Categories of Development," including an exemption for future development directly related to train stations. On October 19, 2021, the City Council adopted Resolution No. 8269 determining the proposed project was "directly related" to the downtown train stations and therefore exempt from Measure "U."

Housing Crisis Act of 2019: The Housing Crisis Act of 2019, also referred to as Senate Bill 330 (SB 330), became effective on January 1, 2020. This new State law imposes several new limitations on cities and counties with regard to proposed housing development projects, including the provisions listed below.

- The City may conduct no more than five (5) hearings on the project (including any Commission or Board meetings, workshops, subcommittee meetings, etc.).
- The City may still use its Architectural Design Guidelines that were previously adopted in 2009, provided the City does not: a) deny the project, or b) reduce the number of dwelling units based on nonconformance with subjective design criteria.
- Requires any potential disapproval of a project that complies with objective General Plan and zoning standards (or approve it on the condition that it be developed at a lower density) to base its decision upon written findings supported by substantial evidence in the record, that the project will have a "specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density." The burden of proof for such findings falls on the local agency.
- Prohibits the City from changing the zoning or development standards that would: change the allowable land use to a less intensive use or reducing the intensity of use below that

which was in effect on January 1, 2018; impose or enforce a moratorium on housing development within all or a portion of the jurisdiction of the city; and, impose or enforce new design standards established on or after January 1, 2020, that are not objective design standards, as defined.

- "Housing development project" is defined as a use consisting of: residential units only; mixed-use developments consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use; and supportive or transitional housing.

The proposed project is a mixed-use development consisting of residential and nonresidential uses with at least two-thirds of the square-footage designated for residential use. The applicant for this project has filed the SB 330 Preliminary Housing Application pursuant to the Housing Crisis Act of 2019.

ANALYSIS

A) General Plan

Land Use Designation: The approximately 3-acre project site (consisting of seventeen parcels) is currently designated as "Commercial" on the General Plan Land Use Map (Attachment H-1) and is consistent with the existing C-3, General Commercial zoning.

General Plan Policies: A primary strategy of the 2035 General Plan (adopted in December 2017) is to encourage more transit-oriented development in close proximity to the three train stations in the core areas of Redlands, rather than continuing the pattern of subdivisions and sprawling development around the periphery of the city. This strategy is referred to as the "Transit Village Concept" in Chapter 4, Livable Community. The Transit Village Concept emphasizes mixing of land uses (such as residential with retail, restaurant, office, and similar commercial uses) and higher density/intensity of uses around the train stations for the intended purposes of supporting transit use, enhancing walkability and pedestrian orientation around the station areas, and discouraging use of automobiles within the pedestrian-friendly station areas and downtown.

The concept for the proposed project, that of a mixed-use project, is consistent with many Policies and Actions contained in the 2035 General Plan (adopted in December 2017) which envisions compact and infill development around the three train stations in Redlands. See Attachment H-2 for a list of applicable General Plan policies and an assessment of the project's consistency with each Principle and Action. Several key policies are listed below, all of which will be consistent with implementation of the proposed project.

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-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.

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.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.39: Encourage and support the development of additional housing Downtown to increase the vitality and diversity of Downtown retail and services.

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-P.9: Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services.

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-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-P.42: Provide for new jobs, housing, and entertainment opportunities in compact, walkable environments.

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. Techniques may include reduced parking requirements, unbundled parking, and others as appropriate.

7-A.73: Improve the sense of safety within Downtown, including the Redlands Mall area.

B) Zoning

The project site is within the General Commercial (C-3) land use district. Properties to the east, north and northwest are also within the C-3 District (see Attachment I-1). The purpose of the C-3 District is to provide a central location, accessible from all areas of the city and surrounding areas, for the purchase of primary shopper's goods. RMC Section 18.92.080 (B) states that within the C-3 District, residential uses are permitted subject to approval of a Conditional Use Permit and may be combined with nonresidential uses as a mixed-use development or be developed as a multifamily-attached residential project, in an existing building or an entirely new building subject to the development standards of the C-3 District. The proposed project is a horizontal mixed-use development (i.e., different uses in different buildings) with both commercial and residential uses planned for the site.

C) Conditional Use Permit No. 1138

The residential and commercial uses will be in different buildings. The proposed commercial uses consist of three restaurants clustered at the corner intersection closest to Eureka Street

and Brookside Avenue. The three buildings include a total of 10,550 square feet of restaurant space. Each restaurant would include outdoor seating areas, and pedestrian paths enter from the front along Brookside Avenue and Eureka Street. The residential use is within a single four-story building located on the west side of the site (this building does not include any commercial uses) and contains 131 apartment units with parking located underneath the building.

The project proposes high-density multifamily residential use combined with restaurant uses on a single site located within the Transit Village Overlay Zone as described in the 2035 General Plan. This is an area that will transition to more intense downtown commercial and residential uses, as envisioned by several General Plan policies related to the future transit villages. The project is surrounded by a variety of uses with predominantly commercial and retail businesses to the east along Brookside Avenue/Citrus Avenue, and a mix of office uses (i.e., single-family structures converted to medical and professional offices) as well as single-family residential uses to the west along Brookside Avenue. Directly across Eureka Street to the east, a development application for the Redlands Mall site has been approved to redevelop the site with a mixed-use project (State Street Village). To the south of the project site, across Brookside Avenue, various uses include administrative and professional offices, the downtown post office, and further to the south are single-family neighborhoods and the A.K. Smiley Public Library. To the immediate north of the project, there is a mix of restaurant and office uses in one- and two-story commercial buildings. To the west, along Kendall Street, are rear yards of three single-family residences (one- and two-stories high) although the higher grade elevation along Kendall Street makes the houses appear slightly taller.

Mix of Land Uses: Though the listed uses in the C-3 District are primarily commercial in nature, including mixed-use projects (residential combined with commercial), the development standards for the district allow flexibility to design a variety of mixed-use projects. In the Municipal Code, the development standards for the C-3 zoning district do not specify or require a specific mix of land uses. Instead, floor area ratio (“FAR”) governs the density and intensity of the project.

Site Access: The existing street frontages will provide adequate vehicular access, and no new streets are included within the project site. The project includes four driveways:

- One on Eureka Street (leading to the surface parking adjacent to the restaurant area and the exterior of the apartment building);
- Two on Brookside Avenue, one providing emergency access behind the apartment building and the other leading to the surface parking lot (adjacent to the restaurant area and the main entry to the apartment building); and
- One at the rear of the site to W. Citrus Avenue/First Street (providing access to the bottom level of the parking structure beneath the apartment building).

Street Connectivity: The project is located in a downtown area that is fully developed with improved roadways, all of which include sidewalks. The project’s location on the corner of two well-traveled streets adjacent to an existing Omnitrans route would provide easy transit access throughout the City. Also, existing sidewalks and marked crosswalks connect conveniently to the Downtown Station train platforms less than 1,200 feet to the north (via Eureka Street). The project site is surrounded by sidewalks and pedestrian access to and from the project could be provided in several directions.

Floor-Area Ratio: The C-3 district allows a maximum Floor-Area Ratio of 4.0 for commercial and mixed-use projects. Floor-Area Ratio (or “FAR”) is one way to measure the intensity of a land

use using the total floor area of buildings divided by the lot size. The proposed project will have a FAR of 1.8 and is less than the 4.0 maximum FAR permitted for the C-3 zoning district.

Building Heights: The C-3, General Commercial district does not have a stated height limit. The residential apartment building will be four-stories high, averaging approximately 48' tall with the roof peak elements projecting higher to approximately 55' high as measured from the adjacent grade. The three proposed restaurant buildings will be single-story with an approximate maximum roof peak height of 30'.

Building Setbacks: Proposed new buildings on the 3-acre site would be placed at or near the front sidewalks. This would be consistent with the design intent of other Planning documents such as the Downtown Specific Plan as well as the draft Transit Villages Specific Plan. Building frontages placed close to the sidewalks will create an active, engaging, and safe pedestrian environment. The C-3 zone has no setback requirements (i.e., 0 feet) for the front, sides, and rear sides of lots.

Development Standards: The proposed project will be consistent with the applicable development standards for the C-3 district (see Attachment I-2 Table of Development Standards). Applicable development standards pertain to on-site resident parking, residential guest parking, commercial parking (including shared parking permitted in the C-3 district in accordance with RMC 18.164.325), loading zones, and landscaping.

Architectural Design: The proposed designs of the buildings comply with the City's Architectural Design Guidelines for new development projects. See Attachment J for a table of the design guidelines and how the proposed project will meet the suggested guidelines.

The project is designed with Mediterranean/Spanish Colonial style and includes a variety of architectural elements and articulated massing. Elements of the building include low-pitch tile roofs, patios and balconies that feature decorative wrought iron, and arched windows. The primary exterior finish for all buildings is cream colored, imperfect semi-smooth stucco. Tan accents on the lower levels of the apartment building and trim pieces break up the visual mass of the building and provide visual interest. The roofline of the building is varied and includes Spanish barrel tiles for the majority of the building. In other areas of the building, parapet walls with molded eaves will screen rooftop outdoor open space and mechanical equipment. Exterior wall planes have a substantial amount of vertical and horizontal articulation, including shaped buttresses as well as inset window and door openings to create pockets of shade/shadow for visual interest. Balconies and openings on the apartment building provide further architectural relief and result in active spaces for visual interest.

The architectural features provided on the apartment building are carried throughout the project into the three commercial (restaurant) structures. The color pallet and materials used, such as the Spanish barrel tiles and semi-smooth imperfect stucco are used throughout. The restaurants also provide outdoor seating areas covered by wooden trellises supported by stone finished Tuscan columns similar to the outdoor open space areas on the roof of the apartment building. The outdoor patios are placed adjacent to the street frontages (Brookside Ave. and Eureka St.) to create active spaces and visual interest as seen from the public rights-of-way, are enclosed as semi-private spaces, and are oriented away from the residential building so as to minimize any noise or visual intrusions to the residential units. Low walls and landscaping around the exterior of the patios create a buffer between the public sidewalk.

Resident Parking: A total of 134 resident spaces are required and 140 will be provided. The

required resident parking is based on unit size, as follows: one (1.0) space per unit up to 999 square-feet, and 1.5 spaces per unit between 1,000 to 1,499 square-feet. In addition, 33 guest spaces are required and a total of 33 spaces will be provided (based on 0.25 space per dwelling unit).

The project provides parking underneath the building and within carport structures in the surface parking area. There are 103 parking spaces located under the apartment building and 37 carports for a total of 140 spaces, exceeding the covered parking requirement by 6 additional spaces.

The project site would be subdivided into two parcels, and portions of the required residential parking would be located on the adjacent commercial parcel. With the exception of four spaces, all of the residential guest parking is located within the commercial portion of the project (Parcel 2). Similarly, of the 37 residential carports located within the surface parking area, 21 of them would be located within Parcel 2. Section 18.164.250 of the Redlands Municipal Code allows the Planning Commission to approve parking facilities to be located on a parcel that is separate from the use that they are intended to serve, provided that the following criteria can be met:

> A. All or part of the substitute location is within 200 feet of the principal use for which the parking is being provided.
> B.The substitute lot is in the same possession as the use it is intended to serve. Such possession may be by deed or long-term lease, the terms of which meet the approval of the City.

The substitute location for the residential parking is located within 200 feet and is directly adjacent to the property lines of the residential use, within the same development project, and in the same parking lot. The first requirement can be met. Condition of Approval No. 34 has been added to the project requiring either a recorded parking agreement, deed, or long-term lease to be reviewed and approved prior to the issuance of a building permit. With the implementation of this Condition of Approval, the second requirement can be met.

Commercial Parking: A minimum of 36 spaces are required (10,550 sq. ft. / 300 sq. ft. = 35.2) and a total of 40 commercial spaces will be provided. The commercial parking requirement for mixed use buildings is based on gross commercial floor area, as follows: 1 space per 300 square-feet for suites on the ground floor; and 1 space per 350 square-feet for upper floor commercial space.

The City Council recently amended the parking requirements for mixed-use projects (within one-half mile of the train station) to use a blended rate of 1 space per 300 square-feet of commercial space on the ground floor. In addition, as explained below, up to 33 residential guest spaces would also be available for shared use with the commercial tenants.

Shared Parking: In addition to the required commercial parking, RMC Section 18.92.080(B) allows up to 100% of the residential guest spaces to be jointly used by commercial customers in a mixed-use development. The commercial portion of the project provides more than the minimum required number of commercial spaces for the development (36 spaces required, and 40 provided). As noted previously, a total of 33 residential guest spaces are provided. If up to 33 residential guest spaces were shared with commercial customers from time to time, then a total of 73 spaces (40+33=73) would be available if needed. Therefore, the proposed project will be consistent with the purpose of RMC Section 18.92.080(B).

Open Space: There are no defined open space requirements in the C-3 District. The residential building includes common open space within interior amenity spaces and private open space within balconies or terraces. The majority of the apartments include private outdoor space. Of the 131 apartments proposed, 125 will provide a balcony or terrace space ranging in size from 35 square feet up to 473 square feet. A total of 12,532 square feet of private open space is provided within the project.

The combined amount of common outdoor living space is approximately 23,476 square-feet (or 179 square-feet per unit based on 131 dwelling units). This common open space is included within the spaces shown in Table 2 below. Attachment F, Landscape Plans and Attachments E-1 though E-3) Perspective Views provide conceptual design details and sample exhibits for the common open space areas.

Table 2: Residential Common Open Space

Location	*Square footage*
Roof Deck	9,770
Pool Plaza	7,380
Spa Plaza	5,356
Upper Lounge	527
Total Open Space	*23,476*

Landscape Plan: The Preliminary Landscape Plan (Attachment F) includes proposed plant and tree palettes and is conceptual at this time. The project's consistency with the development standards for landscaping is included within Attachment I-2.

The proposed landscaping plan substantially complies with the requirements for parking lot landscaping. The landscaping plan indicates that 12.5% (or 5,256 square-feet) of landscaping is provided within the parking lot, which exceeds the minimum requirement of 7% landscaping in the parking lot. The landscaping plan also indicates that 10% (or 18,678 square feet) of the entire site is landscaped. Within the parking area, 50% of the trees are required to be evergreen. The project exceeds this requirement by providing 78% evergreen trees.

The proposed landscaping will consist of a combination of trees, shrub areas, and accent plants. The landscape plan consists of a total of 83 trees and a variety of shrubs that will be planted throughout the site. The proposed trees include Olive, London Plane, Golden rain, Maidenhair, Purple Trumpet Fern Pine, and two species of Palm trees. The proposed landscaping will be drought-tolerant and will be required to adhere to the City's Water Efficient Landscaping Ordinance and the Redlands Municipal Code landscaping requirements.

The proposed landscaping plan substantially complies with the requirements for parking lot landscaping; however, the proposed mix of tree sizes does not comply. A condition of approval will require a detailed tree planting plan prior to permit issuance, to ensure appropriate sizes of the required trees.

G) Tentative Parcel Map

The proposed Tentative Parcel Map No. 20475 (Attachment G) would consolidate all seventeen properties, then subdivide to create two new lots for development purposes: Lot No. 1 for the apartment building, and Lot No. 2 for the commercial buildings. Both proposed lots will comply with the C-3 development standards.

l) Socio-Economic Cost/Benefit Study

Measure U includes the requirement to prepare a Socio-Economic Cost/Benefit Study. This requirement generally applies to projects with new construction of over 5,000 square feet of floor area. On October 19, 2021, the City Council adopted Resolution No. 8269 determining that the proposed project (as mixed use and transit-oriented development) was exempt from Measure "U." Based upon this determination, the project is not required to prepare a Socio-Economic Cost/Benefit Study.

Nevertheless, staff has prepared a Socio-Economic Cost/Benefit Study for informational purposes. According to the Cost/Benefit Model used by the City, upon full development of the project, it can be expected to provide the City approximately $163,940 in annual revenue with annual costs of $93,666 resulting in a positive balance of $70,274 net new revenues annually (i.e., a positive cost/benefit ratio of +1.73) over the period for years 2023 through 2032. For every $1.00 the City will spend in providing public services and infrastructure for the project, the City can anticipate the future revenue to be generated to be approximately $1.73 (i.e., net new revenue of $0.73 on average). The City's new one-cent sales tax on certain retail goods that was implemented in 2021 (and not included in the cost/benefit model) will provide additional revenue.

Table 3: Summary of Revenue/Cost Ratios

Category	*Cost / Benefit Ratio*
Annual Residential Revenue/Cost Ratio	1.31
Annual Non-Residential Revenue/Cost Ratio	6.49
Total Annual Revenue/Cost Ratio	1.73

ENVIRONMENTAL REVIEW

Initial Study & Sustainable Communities Environmental Assessment: The Initial Study (Attachment K-1) prepared for the project is based on Appendix G of the CEQA Guidelines, and includes all the standard topics of analysis including: 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; transportation; tribal cultural resources; and utilities and service systems. The document was prepared using the appropriate criteria and thresholds for a Sustainable Communities Environmental Assessment (SCEA) in compliance with CEQA, which is similar in appearance to a Mitigated Negative Declaration used for many types of development projects.

Public Review & Comment Period: The required 30-day public review and comment period began on July 13, 2022 and ended on August 12, 2022. The Notice of Intent was published in a local newspaper as well as posted to OPR's State Clearinghouse website for CEQA documents (SCH No. 2022070186). The Initial Study and related documents are also posted on the City's webpage for environmental documents at https://www.cityofredlands.org/post/environmental-documents.

Mitigation Measures: The Mitigation Monitoring/Reporting Program (Attachment K-2) includes a total of five (5) mitigation measures pertaining to Biological Resources, Cultural Resources, Geology & Soils, Noise, and Tribal Cultural Resources. All mitigation measures and project

design features pertain to the construction phases of the project, and will ensure that the environmental effects of the project will remain less than significant. No mitigation measures are necessary for any operational aspects of the project or will need future monitoring. After mitigation, no potentially significant impacts were identified as a result of the project, and the mitigation measures will be incorporated into the project as mandatory Conditions of Approval.

Public Comments: The City received a total of five (5) public comment letters during the 30-day public review/comment period. The letters were received from the parties listed below:

- Agua Caliente Band of Cahuilla Indians;
- Yuhaaviatam of San Manuel Nation;
- OmniTrans;
- Philip Terhorst, an adjacent property owner; and
- T. Allen Jolliff, a Redlands resident.

All comments have been reviewed by the City's environmental consultant, and the consultant has prepared a Response to Comments document that includes all comments and detailed responses (see Attachment K-3). There is no information or substantial evidence before the City indicating any potentially significant environmental effects may occur as a result of the proposed project. The proposed mitigation measures are adequate to address all environmental impacts of the project, and the Sustainable Communities Environmental Assessment (SCEA) is the appropriate environmental document and determination for the project.

Errata: A minor revision has been made to the SCEA document that was circulated for public review/comment. The Errata (Attachment K-4) provides a minor text addition to clearly identify the appropriate figure number that was referenced by a noise mitigation measure (MM N-1). This revision does not alter any impact analysis or conclusions as discussed in the SCEA.

FINDINGS

The relevant Findings for all requested entitlements are included in the resolutions attached to this staff report.

RECOMMENDATIONS

Based on the analysis above, staff recommends that the Planning Commission adopt the environmental document (Sustainable Communities Environmental Assessment) for the project, approve Conditional Use Permit No. 1138, and approve Tentative Parcel Map No. 20475.

MOTIONS

If the Planning Commission deems it appropriate, staff recommends the following motions.

"I move to adopt Resolution No. 1585 and adopt the Sustainable Communities Environmental Assessment document prepared for the proposed project in accordance with the California Environmental Quality Act"; and

"I move to adopt Resolution No. 1586 and approve Conditional Use Permit No. 1138 and Tentative Parcel Map No. 20475 for the City Center mixed use project."

Attachments

Attachment A: Location Map and Aerial Photograph
Attachment B: Site Plan
Attachment C: Residential Floor Plans
Attachment D-1 Apartment Elevations
Attachment D-2: Restaurant Elevations
Attachment E-1: Renderings Perspective Views
Attachment E-2: Renderings Perspective Views
Attachment E-3: Renderings Perspective Views
Attachment F: Landscape Plans
Attachment G: Tentative Parcel Map No. 20475
Attachment H-1: General Plan Land Use Map
Attachment H-2: General Plan Policies
Attachment I-1: Zoning Map
Attachment I-2: Table of Development Standards
Attachment J: Consistency with Design Guidelines
Attachment K-1: Initial Study & Sustainable Communities Environmental Assessment
Attachment K-2: Mitigation Monitoring & Reporting Program
Attachment K-3: Comments and Responses to Comments
Attachment K-4: Errata
Attachment L: Resolution No. 1585
Attachment M-1: Resolution No. 1586
Attachment M-2: Engineering Conditions of Approval

REDLANDS CITY CENTER

REDLANDS, CA



REDLANDS CITY CENTER
PROJECT SUMMARY

CONSULTANTS

Developer	**Vantage One Real Estate Investments V, LLC**
Planning Consultant	Patrick Meyer
Architect	IDEArc Architecture & Planning
Civil Engineer	Hicks & Hartwick
Landscape Architect	Sitescapes

SITE INFO

Location	NW Corner of Eureka & Brookside - Former City of Redlands Safety hall and San Bernardino County Courthouse
Area	**3.03** Acres (131,986.8 sf)
Current Zoning	**Within C-3 District**
Existing Use	Vacant – Former City of Redlands Safety hall and San Bernardino County Courthouse, Police station City Hall Annex - Recently demolished
Proposed Use	**Multi-Family Residential & Restaurants**
Density	**45.6** DU/AC for Apartement site
FAR/Coverage	Residential Site Area - 73,780.8 sf Residential FAR - 4.0 allowable under C-3 Zone Residential FAR - 1.8 (134,616 sf) Proposed Commercial Site Area - 58,806.0 sf Commercial FAR - 0.2 (10,550 sf) Proposed Total site Area - 131,986.8 sf Total Site FAR - 195,418.1 sf / 131,986.8 sf = 1.8
Height limit	No height limit
Flood Zone	300 sq ft at North at corner of parcel landscape parking lot

PROPOSED USE

Building Type	4 Story Apartment Bldg + 3 Restaurants (10,550 SF total)
Occupancy Group / Construction Type	Group **R-2**/Type **V-A** for wood framed residential structure Group **S-2**/Type **1-A** for concrete parking structure Group **A-2**/Type **V-A** for restaurants structures **NFPA 13** Sprinkers throughout
Number of Units	**131** 40 Studio 2 Studio / den 55 1 bed / 1 bath 25 1 bed / 1 den / 1 bath 6 2 bed / 2 bath 3 2 bed / 1 den / 2 bath
Parking provided	**213 (171 Residential, 42 Restaurant / sharing 4 stalls)**
Parking ratio	Residential: 1.30:1 Ratio by Unit or 1.21:1 Ratio by Bedroom Restaurant: 1 stall/300 GSF + 10 Staff
Common Open Space	**23,476 sf** (32% of Apartment site area) 9,770 sf Roof Deck 7,380 sf Pool Plaza 5,356 sf Spa Plaza 527 st Upper Lounge
Private Open Space	**12,532 sf** (131 units, 125 with balconies/terraces, minimum area of 35 sf & maximum of 473 sf)

SHEET INDEX

ARCHITECTURAL:
01 COVER
02 SITE PLAN / PARKING LEVEL 1
03 FLOOR PLAN LEVEL 1
04 FLOOR PLAN LEVEL 2
05 FLOOR PLAN LEVEL 3
06 FLOOR PLAN LEVEL 4
07 ROOF PLAN
08 UNIT PLANS
09 UNIT PLANS
10 ROOF & CONTECT PLAN
11 ELEVATIONS
12 ELEVATIONS
13 ELEVATIONS
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27 SITE PERSPECTIVE 4
28 INTERIOR PERSPECTIVE 1
29 INTERIOR PERSPECTIVE 2
30 INTERIOR PERSPECTIVE 3
31 INTERIOR PERSPECTIVE 4
32 RESTAURANT PERSPECTIVE 1
33 RESTAURANT PERSPECTIVE 2
34 RESTAURANT PERSPECTIVE 3
35 RESTAURANT PERSPECTIVE 4
36 RESTAURANT ELEVATIONS
37 RESTAURANT ELEVATIONS
38 RESTAURANT ELEVATIONS
39 SIGHT LINE SECTIONS

LANDSCAPE:
L1 1st & 2nd FLOOR LANDSCAPE PLAN
L2 2nd FLOOR LANDSCAPE PLAN
L3 ROOF DECK LANDSCAPE PLAN
L4 FENCE & WALL PLAN
L5 HYDRO ZONE EXHIBIT
L6 PARKING & PLANTING AREA EXHIBIT

CIVIL:
TENTATIVE PARCEL MAP



RESIDENTIAL UNIT COUNT:

UNIT 1	(JR 1 BED):	40	UNITS (31%)
UNIT 1D	(JR 1BED/DEN):	2	UNITS (2%)
UNIT 2	(1 BED/1BA):	28	UNITS (21%)
UNIT 2X	(1 BED/1BA/DEN):	16	UNITS (12%)
UNIT 2XD1	(1 BED/1BA):	15	UNITS (11%)
UNIT 3	(1 BED/1BA):	6	UNITS (5%)
UNIT 4	(1 BED/1BA):	5	UNITS (4%)
UNIT 5	(1 BED/1BA/DEN):	10	UNITS (8%)
UNIT 6	(2 BED/2BA):	3	UNITS (2%)
UNIT 6X	(2 BED/2BA):	2	UNITS (2%)
UNIT 6X+	(2 BED/2BA):	1	UNITS (1%)
UNIT 6X++	(2 BED/2BA/DEN):	3	UNITS (2%)
TOTAL:		131	UNITS

COMMERCIAL SQFT:
10,550 SQFT OF RESTAURANT SPACE

LEGEND:

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'
UNIT 1D (JR 1 BED/1BA/DEN)	657 SQFT - 35.66'X23'
UNIT 2 (1 BED/1BA)	585 SQFT - 26'X23'
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'
UNIT 2XD1 (1 BED/1BA/DEN)	774 SQFT - 40'X23'
UNIT 3 (1 BED/1BA)	744 SQFT - 23.33'X33'
UNIT 4 (1 BED/1BA)	835 SQFT - 41.66'X23'
UNIT 5 (1 BED/1BA/DEN)	862 SQFT - 38'X23'
UNIT 6 (2 BED/2BA)	939 SQFT - 44'X23'
UNIT 6X (2 BED/2BA)	1133 SQFT - 49.83'X23'
UNIT 6X+ (2 BED/2BA)	1053 SQFT - 44'X29'
UNIT 6X++ (2 BED/2BA/DEN)	1252 SQFT - 45'X36.33'
STAIRS/ELEVATORS	
COMMUNITY ROOM	
CORRIDOR	
MECHANICAL/STORAGE	
RESTAURANT SPACE	
PROPERTY LINE	
BOUNDARY OF RETAIL PARCEL	
RIGHT-OF-WAY DEDICATION	

Parking Required					
UNIT	SQFT	LAYOUT	# PROVIDED	Req.	Total
1	531	JR 1 BED	40	1	40
1D	587	JR 1 BED + DEN	2	1	2
2	587	JR 1 BED	28	1	28
2X	656	1BD/1BA	16	1	16
3	744	1BD/1BA	6	1	6
2XD	768	1 BED/1BA+DEN	15	1	15
4	835	1BD/1BA	5	1	5
5	862	1 BED/1BA+DEN	10	1	10
6	939	2BED/2 BA	3	1.5	5
6X	1085	2BED/2 BA	2	1.5	3
6X+	1035	2BED/2 BA	1	1.5	2
6X++	1249	2BED/2 BA+DEN	3	1.5	5
		TOTAL:	131		137
Guest Parking		0.25 per unit	131	0.25	33
TOTAL RESIDENTIAL PARKING:					170
Commercial Use		1:300 SQ.FT.	10,550.0	SQ.FT.	36
Commercial Use		STAFF			NA
TOTAL PARKING REQUIRED ON SITE					206
SHARED PARKING REDUCTION					4
ADJUSTED TOTAL REQUIRED PARKING					202

PL1 PARKING		
STANDARD	80	SPACES
COMPACT	19	SPACES
ACCESSIBLE SPACES	4	SPACES
TOTAL:	103	SPACES
TOTAL PARKING:	99	SPACES
TOTAL ACCESSIBLE SPACES:	4	SPACES
TOTAL COVERED PARKING:	103	SPACES
SITE PARKING		
GUEST (UNCOVERD)	32	SPACES
CARPORT (COVERED)	37	SPACES
RESTAURANT	36	SPACES
ACCESSIBLE	5	SPACES
TOTAL SITE PARKING:	110	SPACES
TOTAL PROVIDED PARKING:	213	SPACES

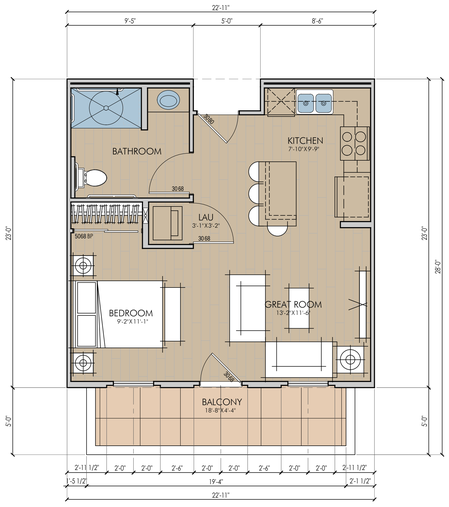
COMPACT STALLS	Total Provided	Standard Required (25)	Remaining	Compact Allowed	Compact Provided
Parking Level 1	103	25	78	20	19
Site	110	25	85	21	27
Total Parking	213	25	188	47	46

PROVIDED PARKING AREA: 45,119.6 S.F.
PROVIDED LANDSCAPE AREA: 7,579.0 S.F.

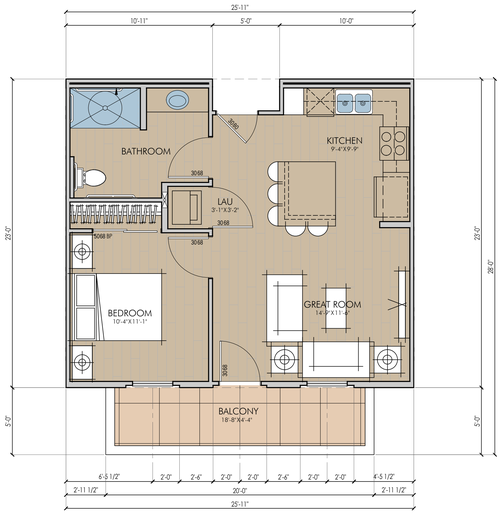
MIN. LANDSCAPE AREA: 3,158.4 S.F.
(15% OF PARKING AREA)
ADDITION FOR COMPACT: 810.0 S.F.
(30 S.F. PER STALL)
REQUIRED LANDSCAPE AREA: 3,968.4 S.F.

0 16 32 64
SCALE: 3/32" = 1'-0"

SITE PLAN / PARKING LEVEL 1



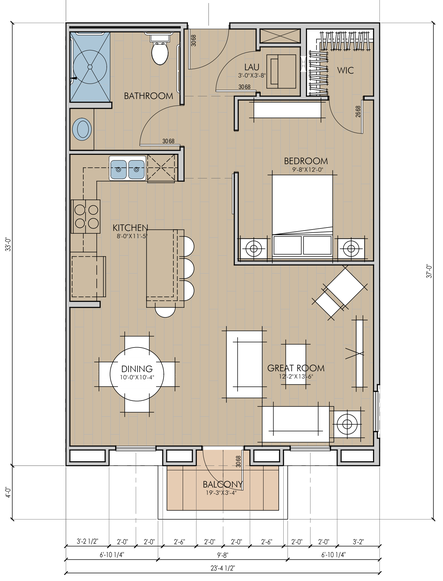
UNIT 1 (JR 1 BED)



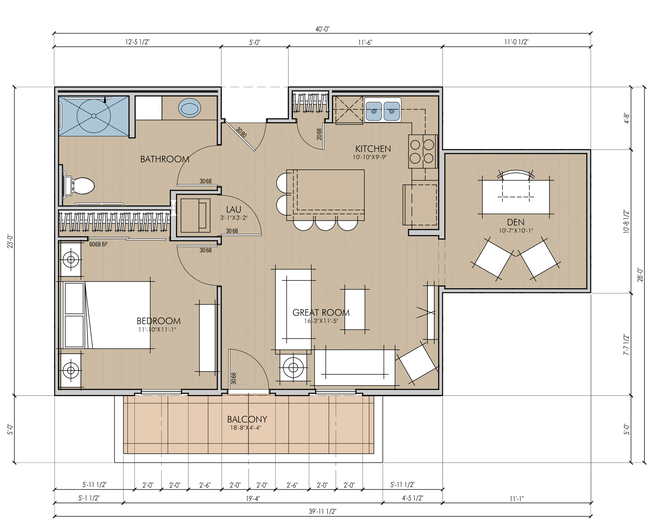
UNIT 2 (1 BED/1BA)



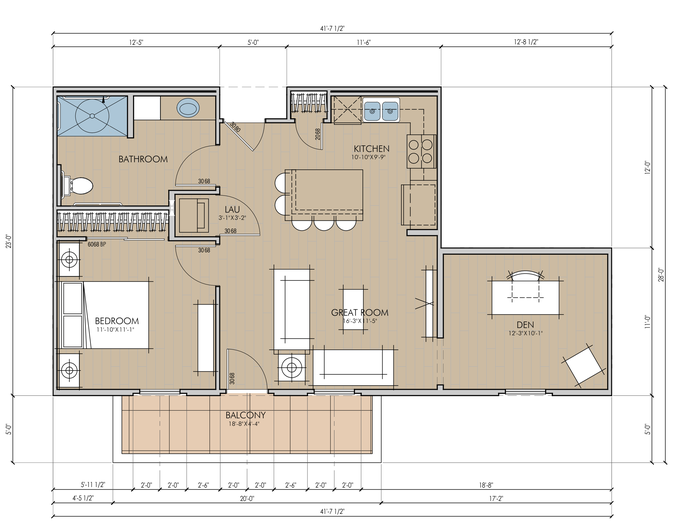
UNIT 2X (1 BED/1BA)



UNIT 3 (1 BED/1BA)



UNIT 2XD1 (1 BED/1BA/DEN)

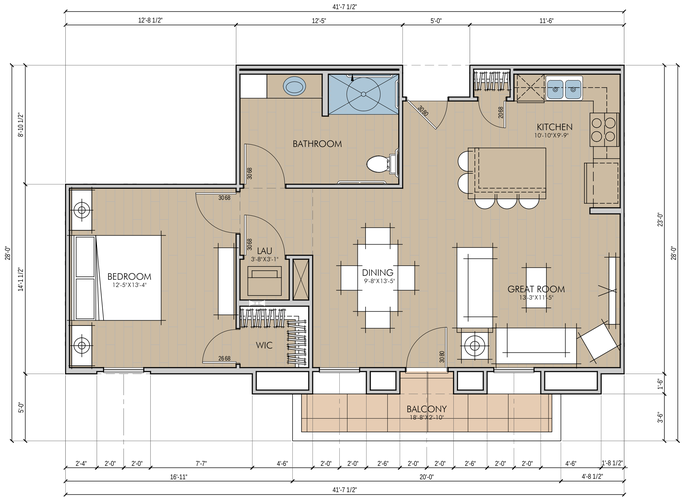


UNIT 2XD2 (1 BED/1BA/DEN)

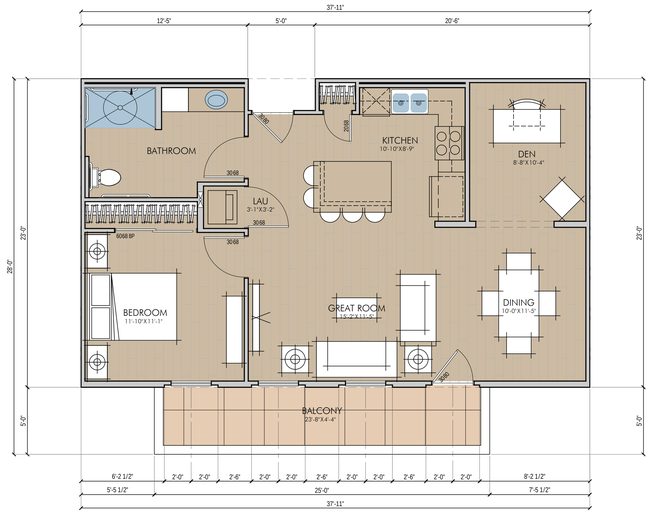
UNIT PLANS

0 2 4 8

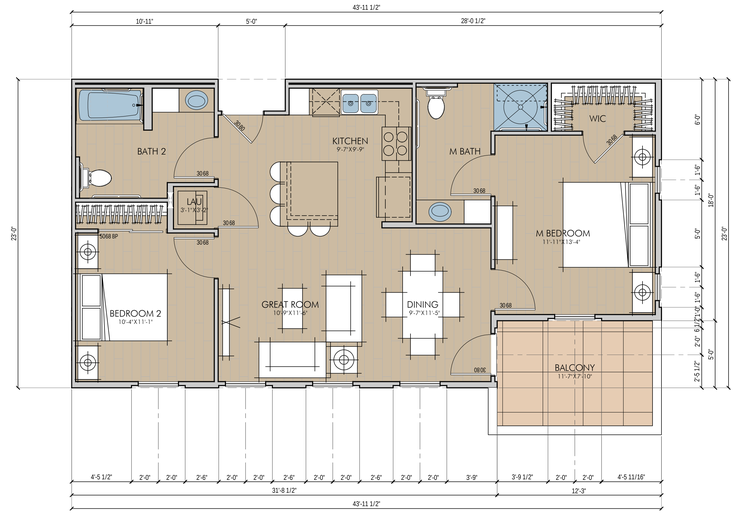
SCALE: 1/4" = 1'-0"



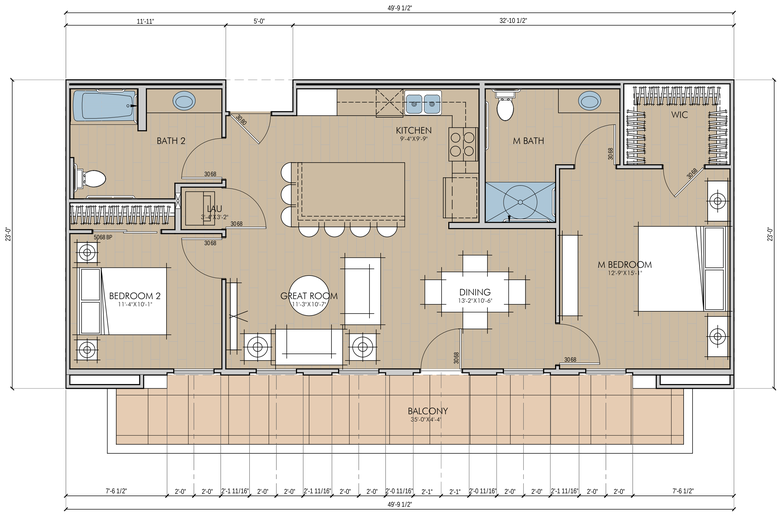
UNIT 4 (1 BED/1BA)



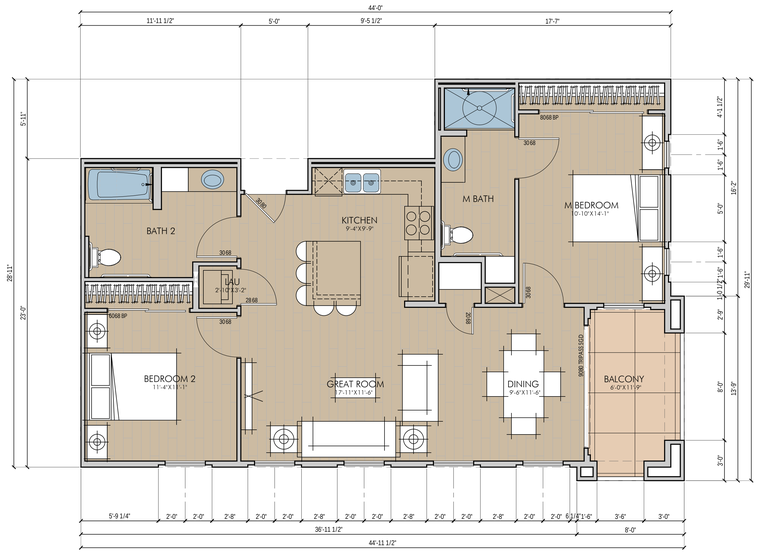
UNIT 5 (1 BED/1BA/DEN)



UNIT 6 (2 BED/2BA)



UNIT 6X (2 BED/2BA)



UNIT 6X+ (2 BED/2BA)



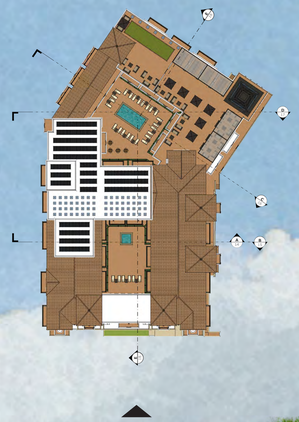
UNIT 6X++ (2 BED/2BA)

UNIT PLANS

0 2 4 8

SCALE: 1/4" = 1'-0"

ELEVATION KEY



FRONT ELEVATION
(FACING BROOKSIDE AVENUE)

ELEVATION KEY



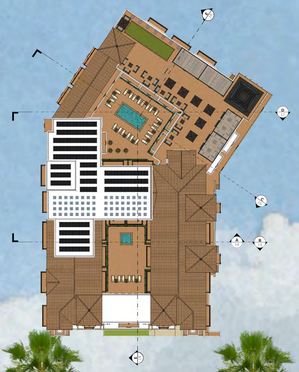
RIGHT ELEVATION 1
(FACING PARKING LOT/NORTH EUREKA STREET BEYOND)

ELEVATIONS

0 8 16 32

SCALE: 3/32″ = 1′-0″

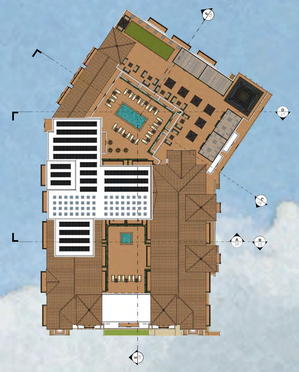
ELEVATION KEY



'X' VENT DETAIL
SPANISH BARREL TILE RAKE AND SCALLOPED RAKE DETAIL
SPANISH BARREL TILE ROOF
WROUGHT IRON RAILING
ARCH DETAIL WITH TRIM SURROUND
MOULDED EAVES
DECORATIVE FINIAL
IMPERFECT SMOOTH STUCCO FINISH
DECORATIVE STUCCO TRIM
ROOFTOP SHADE STRUCTURE
±55′ (FROM GRADE)
±54′-8″ (FROM GRADE)
±55′ (FROM GRADE)
±41′-2″ (FROM F.F.)
FINISH FLOOR
SHAPED BUTTRESS DETAIL
ROUND "STONE" FINISH FOAM TUSCAN COLUMNS
FINISH FLOOR
LINE OF GRADE BEYOND

RIGHT ELEVATION 2
(FACING PARKING LOT/NORTH EUREKA STREET BEYOND)

ELEVATION KEY



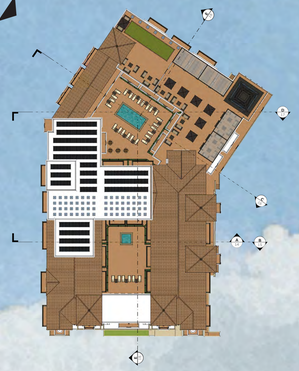
'X' VENT DETAIL
MOULDED EAVES
SPANISH BARREL TILE ROOF
DECORATIVE FINIAL
ROOFTOP SHADE STRUCTURE
ROOFTOP LOUNGE
IMPERFECT SMOOTH STUCCO FINISH
STUCCO BALCONY WITH WROUGHT IRON RAILING
±55′ (FROM GRADE)
±48′-10″ (FROM GRADE)
±49′-2″ (FROM F.F.)
±35′-4″ (FROM F.F.)
±30′-0″ (FROM GRADE)
RESTAURANT
±0′-0″(F.F.)
LINE OF GRADE BEYOND
DECORATIVE METAL GRILL
ROUND "STONE" FINISH FOAM TUSCAN COLUMNS
FINISH FLOOR

REAR ELEVATION
(FACING WEST CITRUS AVENUE)

ELEVATIONS

0 8 16 32
SCALE: 3/32″ = 1′-0″

ELEVATION KEY



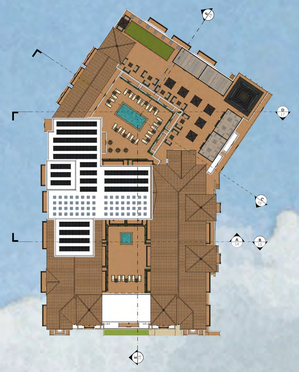
DECORATIVE STUCCO TRIM
ROOFTOP SHADE STRUCTURE
'X' VENT DETAIL
MOULDED EAVES
WROUGHT IRON RAILING
IMPERFECT SMOOTH STUCCO FINISH
SPANISH BARREL TILE ROOF
STUCCO PARAPET
DECORATIVE FINIAL
SPANISH BARREL TILE RAKE AND SCALLOPED RAKE DETAIL
GABLE VENT DETAIL

±35′-4″ (FROM F.F.)
±54′-10″ (FROM GRADE)
±55′ (FROM GRADE)
±54′-11″ (FROM GRADE)
±45′-7″ (FROM GRADE)

"STUCCO" FINISH FOAM SILL/CAP DETAILS
FINISH FLOOR
DECORATIVE METAL GRILL
STUCCO BALCONY WITH WROUGHT IRON RAILING
FINISH FLOOR

LEFT ELEVATION 1
(FACING ACCESS LANE - KENDALL STREET ADJACENT)

ELEVATION KEY



'X' VENT DETAIL
ROOFTOP LOUNGE
IMPERFECT SMOOTH STUCCO FINISH
STUCCO PARAPET
SPANISH BARREL TILE ROOF
MOULDED EAVES
WROUGHT IRON RAILING
'X' VENT DETAIL
SPANISH BARREL TILE RAKE AND SCALLOPED RAKE DETAIL
DECORATIVE FINIAL

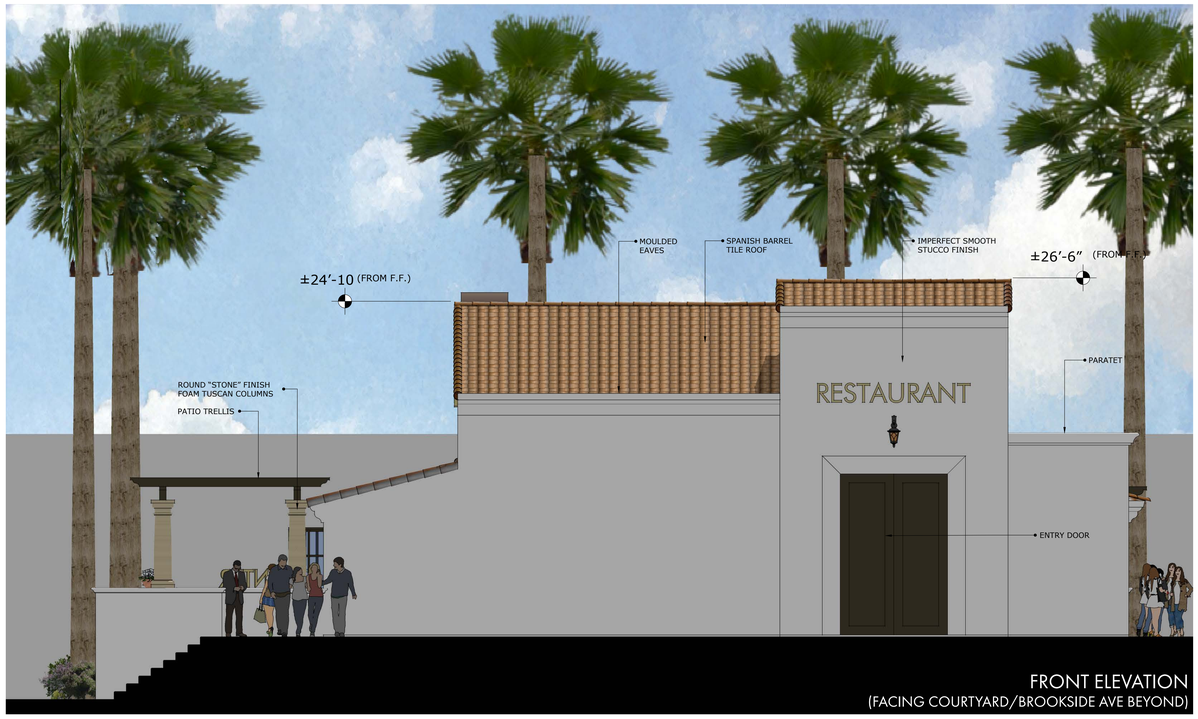
±54′-10″ (FROM GRADE)
±52′-4″ (FROM GRADE)
±53′-7″ (FROM GRADE)
±54′-11 " (FROM GRADE)
±45′-7″ (FROM GRADE)

DECORATIVE METAL GRILL
"STUCCO" FINISH FOAM SILL/CAP DETAILS
FINISH FLOOR
STUCCO BALCONY WITH WROUGHT IRON RAILING

LEFT ELEVATION 2
(FACING ACCESS LANE - KENDALL STREET ADJACENT)

ELEVATIONS

0 8 16 32
SCALE: 3/32″ = 1′-0″



FRONT ELEVATION
(FACING COURTYARD/BROOKSIDE AVE BEYOND)



RIGHT ELEVATION
(FACING RESTAURANT 2/NORTH EUREKA STREET BEYOND)



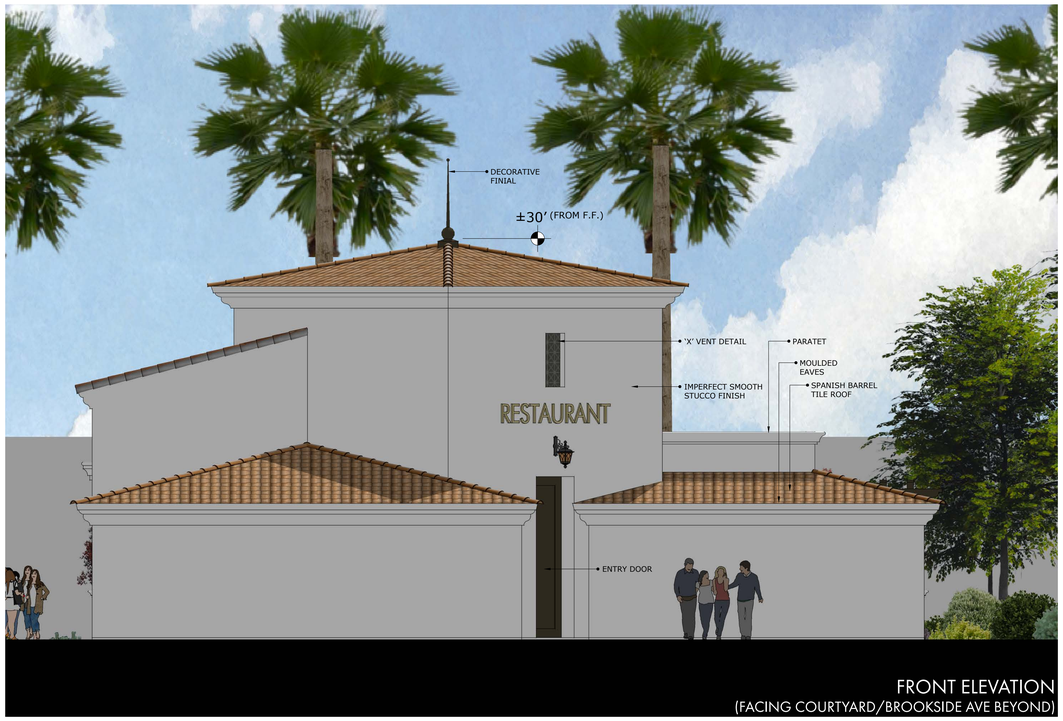
LEFT ELEVATION
(FACING NORTH EUREKA STREE)



REAR ELEVATION
(FACING BROOKSIDE AVE)

RESTAURANT 1 ELEVATIONS

0 4 8 16
SCALE: 1/8″ = 1′-0″



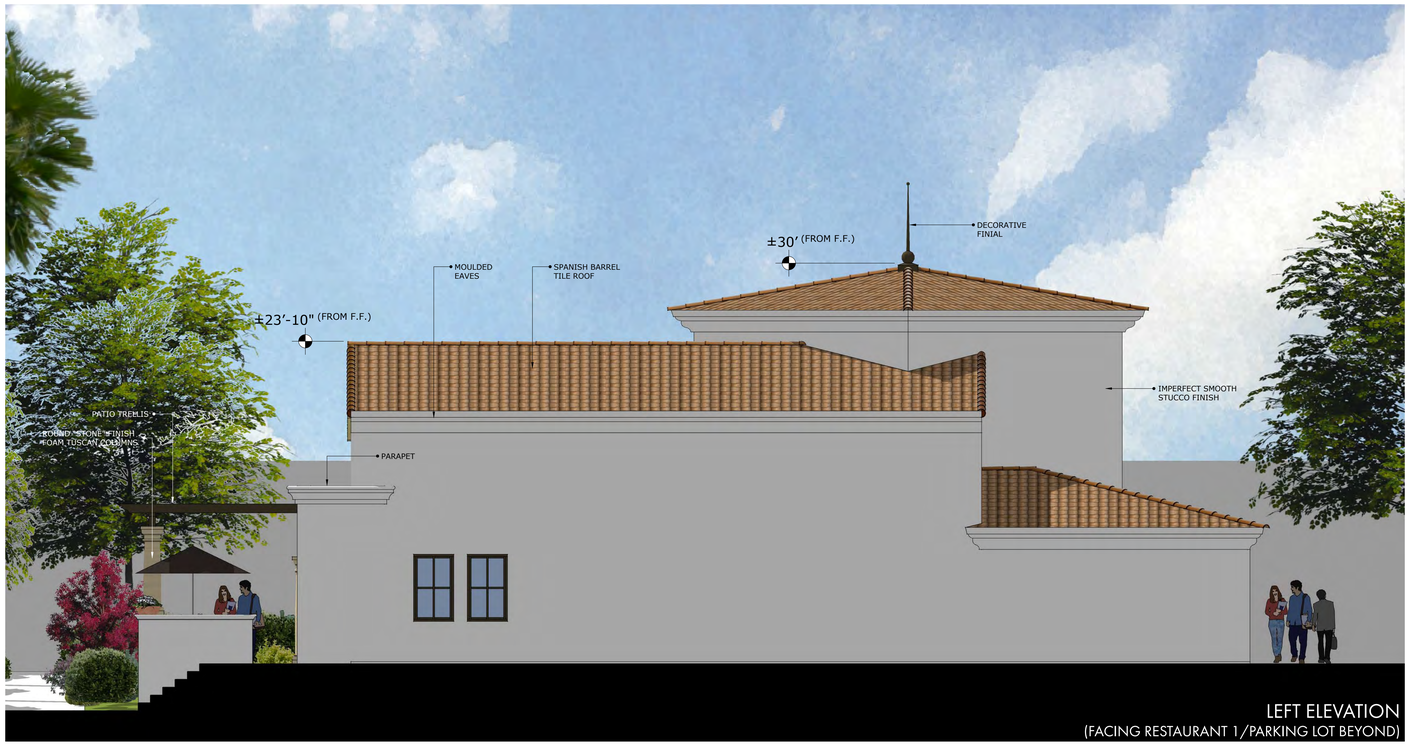
FRONT ELEVATION
(FACING COURTYARD/BROOKSIDE AVE BEYOND)



RIGHT ELEVATION
(FACING PARKING LOT/NORTH EUREKA STREET BEYOND)



REAR ELEVATION
(FACING BROOKSIDE AVE)

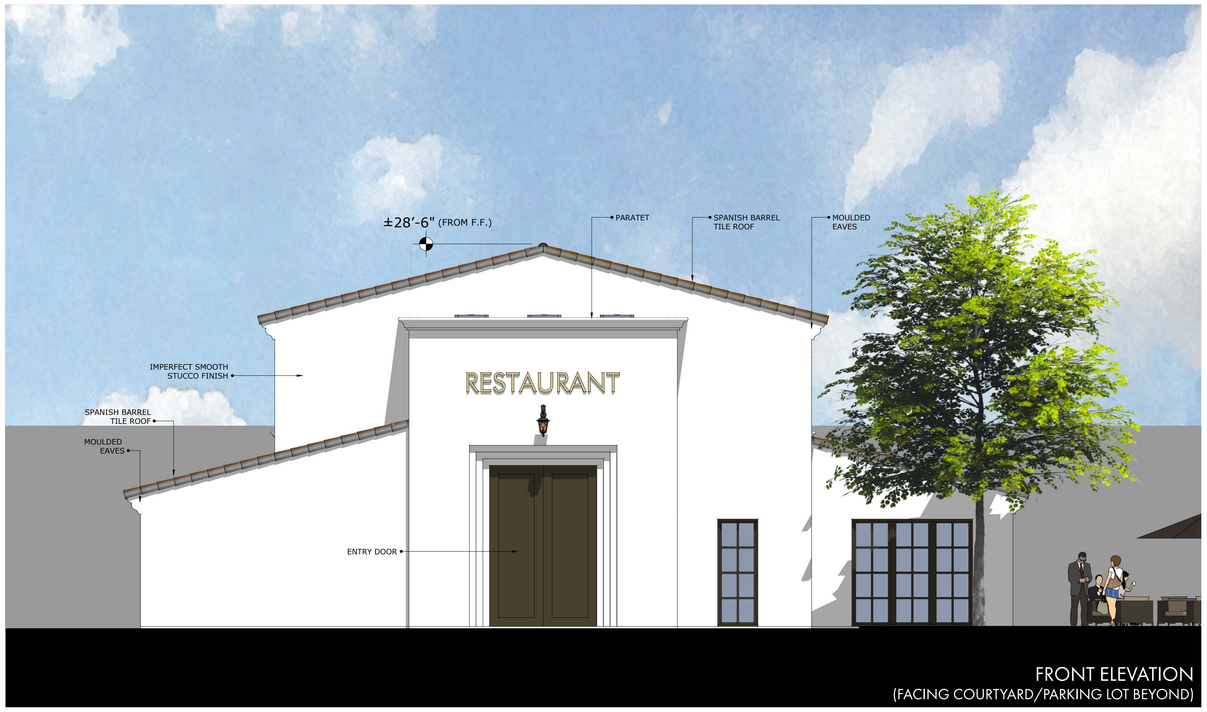


LEFT ELEVATION
(FACING RESTAURANT 1/PARKING LOT BEYOND)

RESTAURANT 2 ELEVATIONS

0 4 8 16

SCALE: 1/8″ = 1′-0″



FRONT ELEVATION
(FACING COURTYARD/PARKING LOT BEYOND)



RIGHT ELEVATION
(FACING NORTH EUREKA STREET/PARKING LOT BEYOND)



REAR ELEVATION
(FACING NORTH EUREKA STREET)



LEFT ELEVATION
(FACING PARKING LOT)

RESTAURANT 3 ELEVATIONS

0 4 8 16
SCALE: 1/8″ = 1′-0″



DRAWINGS NOT TO SCALE

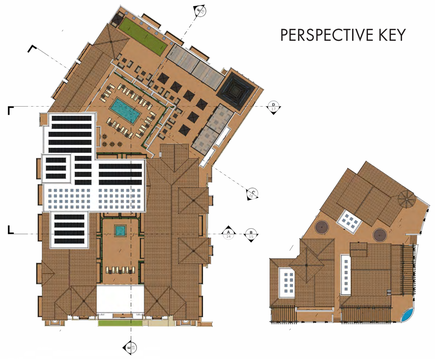
IDEArc
ARCHITECTURE + PLANNING

DESIGN DEVELOPMENT REVIEW PACKAGE
DESIGN DEVELOPMENT DESIGN DRAWINGS - 131 UNIT APARTMENT PROJECT

08/05/22

VantageOne
REAL ESTATE INVESTMENTS

PERSPECTIVE KEY



DRAWINGS NOT TO SCALE



PERSPECTIVE KEY

DRAWINGS NOT TO SCALE



DRAWINGS NOT TO SCALE

IDEArc
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08/05/22

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REAL ESTATE INVESTMENTS

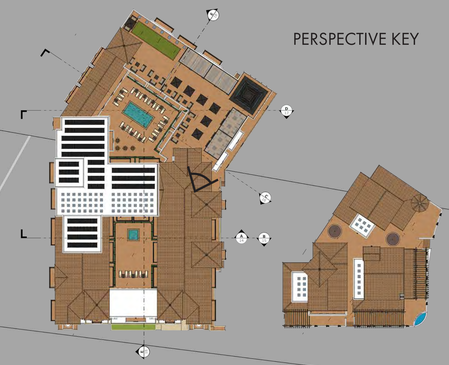


PERSPECTIVE KEY

DRAWINGS NOT TO SCALE



DRAWINGS NOT TO SCALE



PERSPECTIVE KEY

DRAWINGS NOT TO SCALE

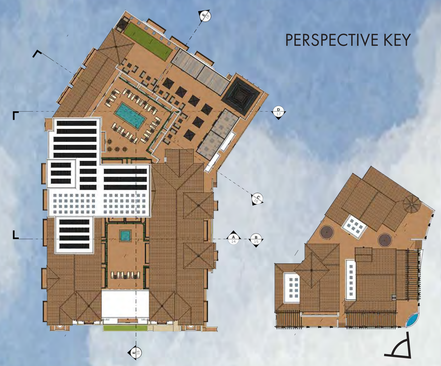


DRAWINGS NOT TO SCALE



DRAWINGS NOT TO SCALE

PERSPECTIVE KEY





DRAWINGS NOT TO SCALE

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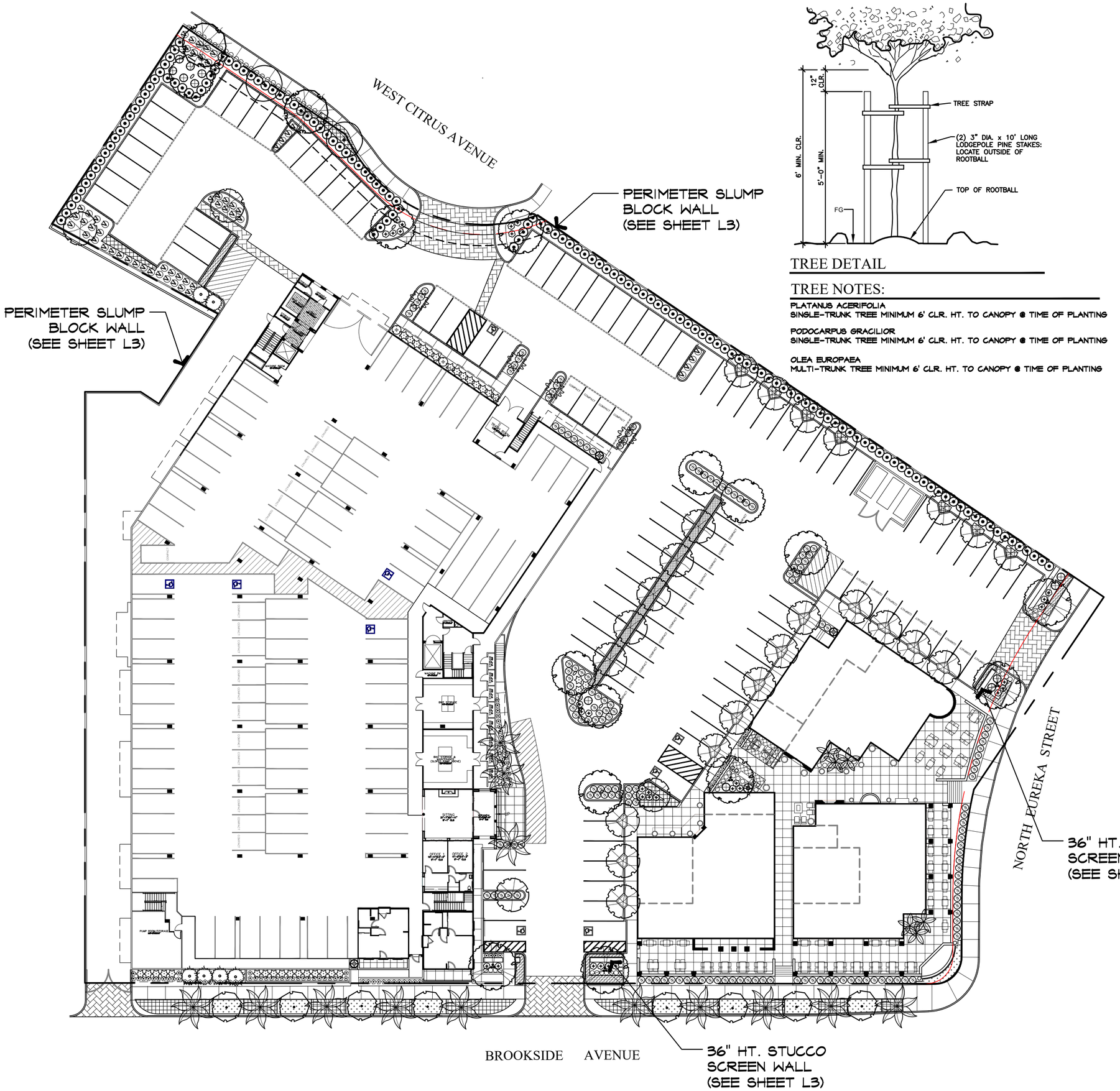

TREE DETAIL

TREE NOTES:

PLATANUS ACERIFOLIA
SINGLE-TRUNK TREE MINIMUM 6' CLR. HT. TO CANOPY @ TIME OF PLANTING

PODOCARPUS GRACILIOR
SINGLE-TRUNK TREE MINIMUM 6' CLR. HT. TO CANOPY @ TIME OF PLANTING

OLEA EUROPAEA
MULTI-TRUNK TREE MINIMUM 6' CLR. HT. TO CANOPY @ TIME OF PLANTING

GROUND LEVEL PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY.
	Strelitzia nicolai	Giant Bird of Paradise	24"B	6
	Olea Europaea	Olive	48"B	5
	Platanus acerifolia 'Bloodgood'	London Plane Tree	36"B	9
	Koelereuteria paniculata	Goldenrain Tree	24"B	8
	Gingko biloba "Autumn Gold"	Maidenhair Tree	24"B	2
	Tabebuia impetignosa	Purple Trumpet Tree	24"B	2
	Rhaphiolepis i. 'Montic'	Majestic Beauty India Hawthorn	15G	4
	Podocarpus gracilior	Fern Pine	24"B	28
PALMS				
	Syagarus romanzoffianum	Queen Palm	15' BTH	13
	Phoenix reclinata (Multi)	Senegal Date Palm	24"B	6
SHRUBS				
	Agave desmettiana 'Variegata'	Dwarf Century Plant	5G	10
	Agave 'Blue Flame'	Blue Flame Agave	5G	31
	Brugmansia versicolor	Angel's Trumpet	5G	3
	Calandrinia spectablis	Rock Purslane	1G	68
	Callistemon 'Little John'	Little John Bottlebrush	5G	61
	Cordyline australis 'Red Star'	Red Grass Palm	5G	1
	Dianella revoluta 'DR5000'	Little Rev Flax Lily	1G	92
	Elaeagnus pungens	Silverberry	5G	138
	Prunus caroliniana `Bright n`Tight`	Carolina Cherry	5G	2
	Rhaphiolepis indica 'Clara'	Indian Hawthron	5G	158
	Strelitzia reginae	Bird-of-Paradise	5G	38
GROUND COVERS				
	Carissa macrocarpa `Green Carpet`	Green Carpet Natal	1G @ 36" o.c.	37
	Senecio mandraliscae	Blue Chalk Sticks	Flat @ 12" o.c.	345 plants
	Lantana montevidensis 'Monma'	White Lightnin' Lantana	1G @ 36" o.c.	172
	Rosa 'Flower Carpet Scarlet'	Groundcover Rose	2G @ 36" o.c.	99

ON-SITE TREE MATRIX

BOTANICAL NAME	COMMON NAME	TYPE	QTY.
PLATANUS ACERIFOLIA	LONDON PLANE TREE	DECIDUOUS	9
PODOCARPUS GRACILIOR	FERN PINE	EVERGREEN	28
OLEA EUROPAEA	OLIVE	EVERGREEN	5

0 30' 60'

REDLANDS CITY CENTER

1ST & 2ND FLOOR COMPOSITE

L1

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3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
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(949) 644-9370 FAX (714) 210-3140

JOB# 21-017 DATE: 08-3-22



UPPER LEVEL PLANT LEGEND

UPPER LEVEL TREES

BOTANICAL NAME	COMMON NAME	SIZE
Archontophoenix cunninghamiana	King Palm	5G
Citrus sinensis	Orange Trees	5G
Strelitzia nicolai	Giant Bird-of-Paradise	5G

UPPER LEVEL SHRUBS

BOTANICAL NAME	COMMON NAME	SIZE
Dianella revoluta 'DTN03'	Baby Bliss Flax Lily	5G
Dianella tasmanica 'Silver Streak'	Silver Streak Flax Lily	5G
Lomandra longifolia 'LM300'	Breeze Dwarf Mat Rush	5G
Olea europaea 'Montra' P.P.#6266	Little Ollie Dwarf Olive	5G
Philodendron x 'Xanadu'	Dwarf Philodendron	5G
Pittosporum tenuifolium 'Silver Sheen'	Silver Sheen Kohuhu	5G
Strelitzia reginae	Bird-of-Paradise	5G
Yucca recurvifolia	Pendulous Yucca	5G

0 20' 40'

REDLANDS CITY CENTER

SECOND FLOOR

L2

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ENCLOSED DOG PARK W/ ARTIFICIAL TURF

DECORATIVE METAL GATE

GAME TABLES ON ARTIFICIAL TURF

8' HT. WATER WALL

30" HT. GLASS SECURITY FENCE @ PARAPET WALL

CANOPY TREES FOR SHADE IN 4' SQ. POTS

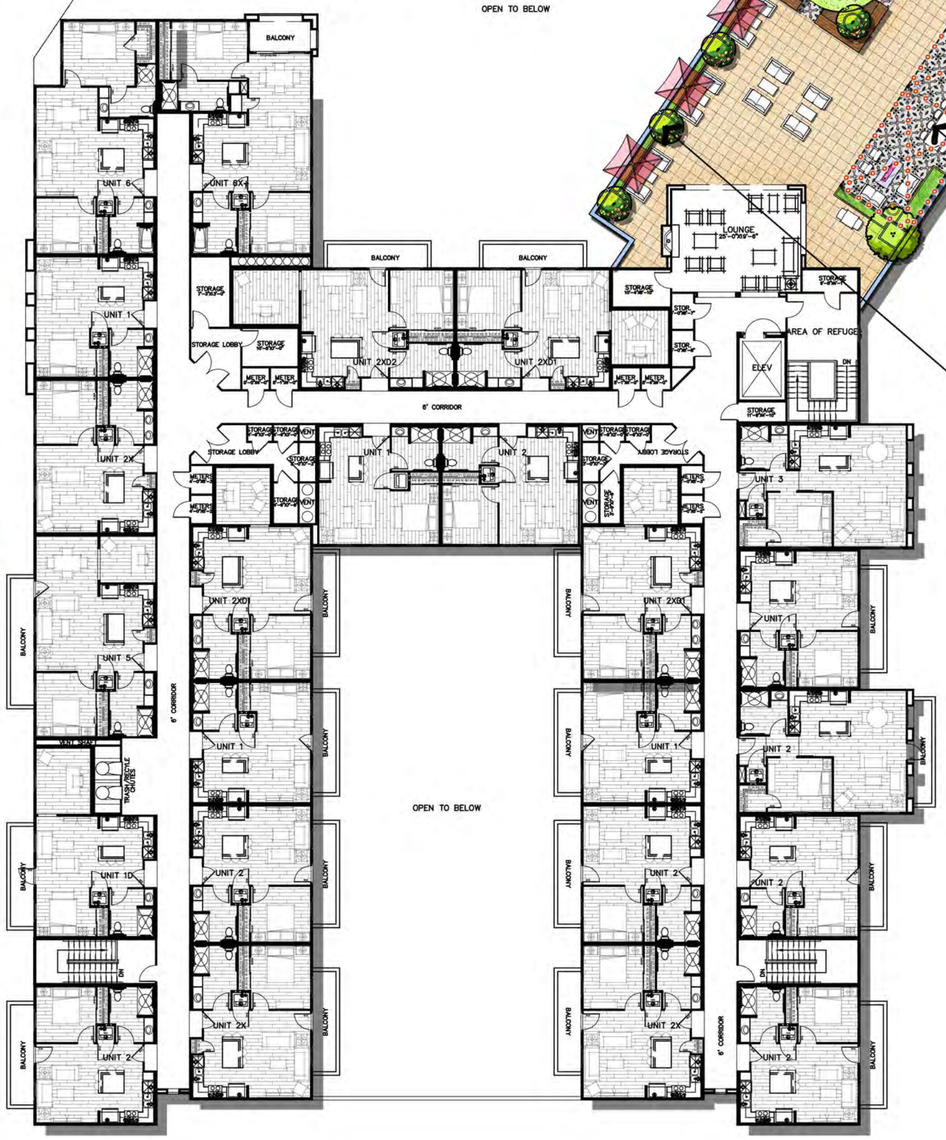
BAR AREA/OUTDOOR KITCHEN W/ OVERHEAD SHADE STRUCTURE

SEATING AREA W/ OVERHEAD SHADE STRUCTURE

THE CIRCLE LOUNGE
- CENTRAL FIRE PIT
- ARTIFICIAL TURF W/ ADIRONDACK CHAIRS
- FRAMED BY WOOD BENCH
- CITRUS TREE IN POTS

GROUP SEATING AREA
- DECORATIVE PAVING
- (2) FIRE TABLES
- FAMILY TABLE
- FESTOON LIGHTING ABOVE

CITRUS TREE IN POT



UPPER LEVEL PLANT LEGEND

UPPER LEVEL TREES

BOTANICAL NAME	COMMON NAME	SIZE
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UPPER LEVEL SHRUBS

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Olea europaea 'Montra' P.P.#6266	Little Ollie Dwarf Olive	5G
Philodendron x 'Xanadu'	Dwarf Philodendron	5G
Pittosporum tenuifolium 'Silver Sheen'	Silver Sheen Kohuhu	5G
Strelitzia reginae	Bird-of-Paradise	5G
Yucca recurvifolia	Pendulous Yucca	5G

0 20' 40'

REDLANDS CITY CENTER

ROOF LEVEL

L3

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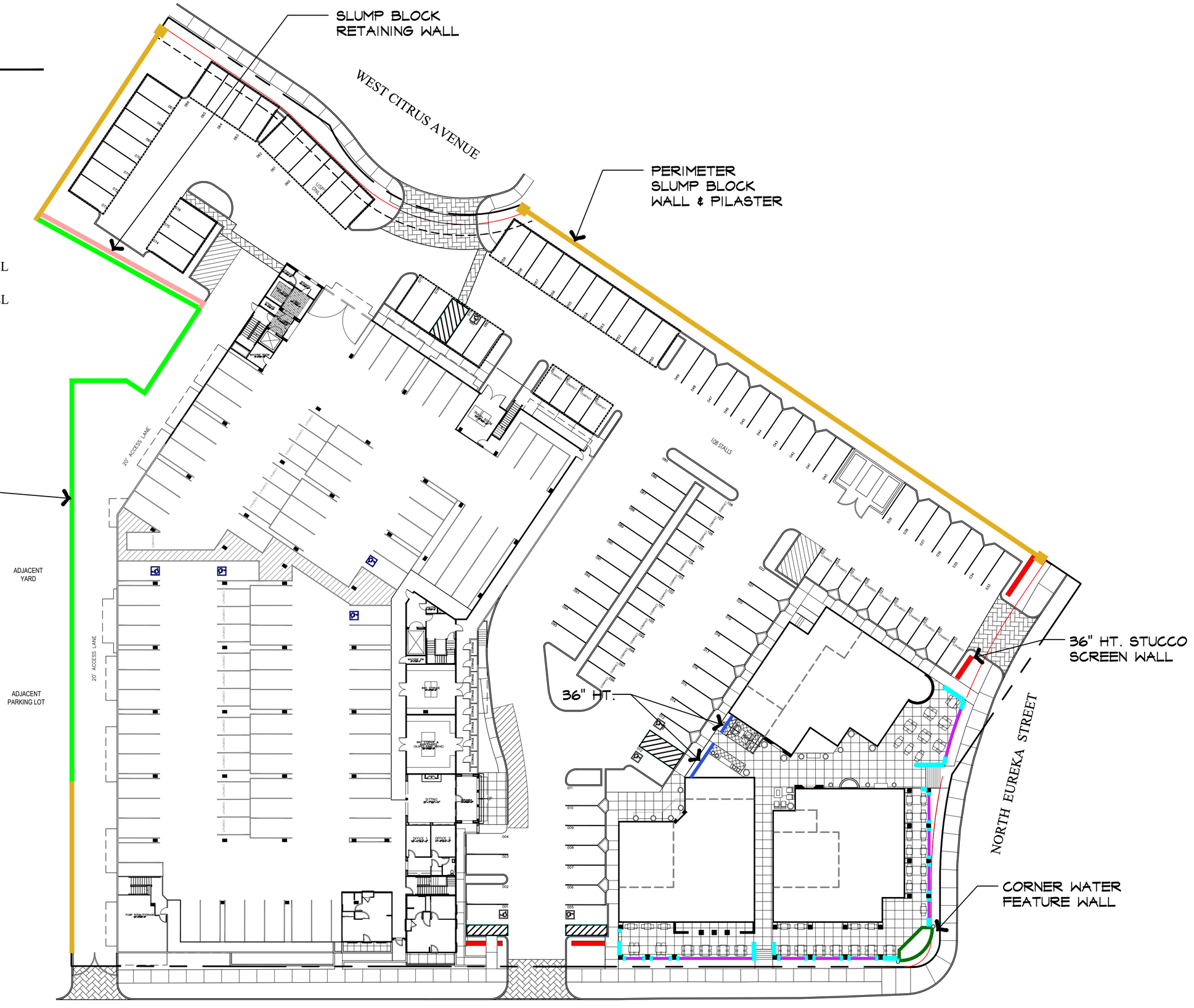
FENCE & WALL LEGEND

- PERIMETER SLUMP BLOCK WALL & PILASTER
- PERIMETER 6' SLUMP BLOCK WALL ON RETAINING WALL
- SLUMP BLOCK RETAINING WALL
- 36" HT. STUCCO SCREEN WALL
- COMBO WALL
- 36" HT. STUCCO COURTYARD WALL
- 42" HT. STUCCO COURTYARD WALL
- CORNER WATER FEATURE WALL

SEE SHEET L5 FOR FENCE & WALL DETAILS



REDLANDS CITY CENTER

FENCE & WALL PLAN

L4

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Costa Mesa, CA 92626
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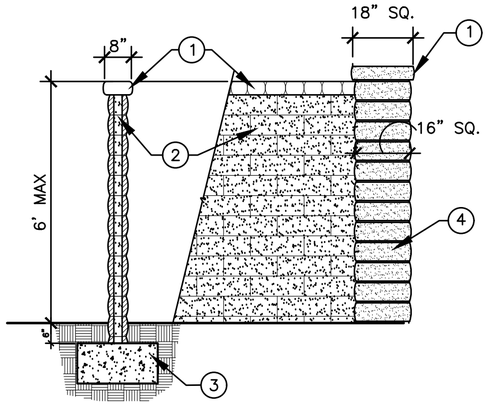
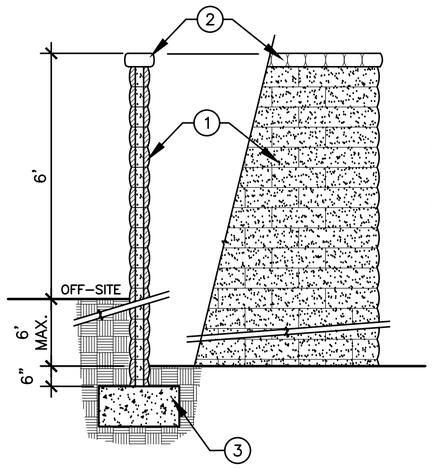
JOB# 21-017 DATE: 08-3-22



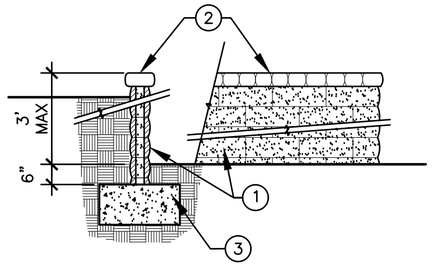
1. 4x8 SLUMP CAP COLOR: 'MW TAN'
2. 6x6x16 SLUMP BLOCK WALL W/ WHITEWASH SACK FINISH
3. CONCRETE FOOTING
4. PILASTER – 16x6x16 SLUMPSTONE BLOCK CONSTRUCTION W/ WHITE WASH SACK FINISH

PERIMETER SLUMP BLOCK WALL & PILASTER



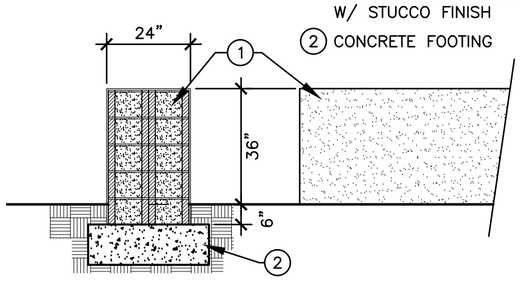
1. 4x8 SLUMP CAP COLOR: 'MW TAN'
2. 6x6x16 SLUMP BLOCK WALL W/ WHITEWASH SACK FINISH
3. CONCRETE FOOTING

PERIMETER SLUMP BLOCK RETAINING WALL W/ GUARDRAIL



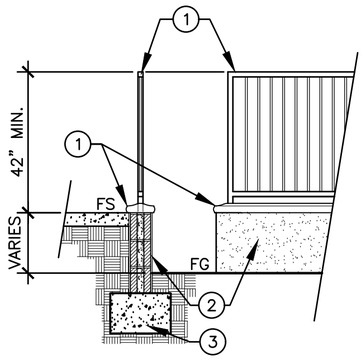
1. 4x8 SLUMP CAP COLOR: 'MW TAN'
2. 6x6x16 SLUMP BLOCK WALL W/ WHITEWASH SACK FINISH
3. CONCRETE FOOTING

SLUMP BLOCK RETAINING WALL



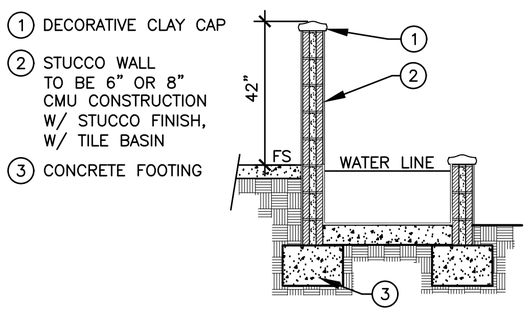
1. STUCCO WALL TO BE 12" CMU CONSTRUCTION W/ STUCCO FINISH
2. CONCRETE FOOTING

36" HT. STUCCO SCREEN WALL



1. DECORATIVE CLAY CAP
2. STUCCO WALL TO BE 6" OR 8" CMU CONSTRUCTION W/ STUCCO FINISH
3. CONCRETE FOOTING
4. TUBULAR STEEL GUARDRAIL

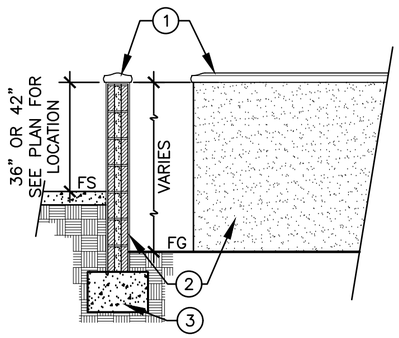
COMBO WALL



1. DECORATIVE CLAY CAP
2. STUCCO WALL TO BE 6" OR 8" CMU CONSTRUCTION W/ STUCCO FINISH, W/ TILE BASIN
3. CONCRETE FOOTING

CORNER WATER FEATURE WALL

1. DECORATIVE CLAY CAP
2. STUCCO WALL TO BE 6" OR 8" CMU CONSTRUCTION W/ STUCCO FINISH
3. CONCRETE FOOTING



36" HT.
42" HT.

STUCCO COURTYARD WALL

REDLANDS CITY CENTER

FENCE & WALL DETAILS

L5

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Richard Palhamus, License # 2782
(949) 644-9570 FAX (714) 210-3140

JOB# 21-017 DATE: 08-3-22

IRRIGATION CONCEPT STATEMENT

The irrigation of the site landscape area will utilize the latest in smart irrigation methods and means. All new landscape areas will include high efficiency methods with low precipitation rates in order to maximize water retention and dispersion to the plant root zones

All planters will use drip irrigation. A smart irrigation controller capable of rain shutoff will also be incorporated into the design.

Shredded wood mulch will be used in order to reduce water loss due to evaporation

An irrigation schedule will be provided in order to program the controller. Two irrigation schedules will be provided, one for the plant establishment period and one for on-going landscape maintenance once the plants are established.

All new irrigation systems will comply with the current City of Redlands Ordinance & Standards, AB 1881 (MWELO) and for low water usage requirements. Refer to "Irrigation System Design Statement" on this sheet.

IRRIGATION DESIGN STATEMENT

A permanent automatic, weather/ET-based irrigation system shall be designed and installed to irrigate all planting areas. The design of the system will emphasize water conservation and provide efficient and uniform distribution of irrigation water.

Dripline or other low-volume, low-pressure micro-irrigation system as approved by the city of Redlands, shall be installed in planter areas to provide water directly to the root zones of plants. The root watering system bubblers with PC screens for trees shall be separated from other irrigation systems. The irrigation system may utilize efficient rotator nozzles in large planting areas, subject to the approval of the City. The automatic irrigation system shall be designed in accordance with the City of Redlands Ordinance & Standards.

For sites utilizing potable water for landscape irrigation, a reduced pressure backflow preventer shall be installed after the water meter to protect the potable water supply in accordance with the State of California, City of Redlands standards and requirements.

WATER EFFICIENT LANDSCAPE WORKSHEET

California Water Efficient Landscape Worksheet - POC 'A'

Reference Evapotranspiration (ETo): 55.6 — Project Type: Residential — 0.55

Hydrozone # / Planting Description*	Plant Factor (PF)	Irrigation Method*	Irrigation Efficiency (IE)*	ETAF (PF / IE)	Landscape Area (Sq Ft)	ETAF x Area	Estimated Total Water Use (ETWU)*
Regular Landscape Areas							
HZ 1 - SUNNY - MOD	0.5	Drip	0.81	0.62	1976	1220	42347
HZ 2 - SUNNY - MOD	0.5	Drip	0.81	0.62	1571	970	33425
HZ 3 - SHADE - MOD	0.5	Drip	0.81	0.62	1156	714	24595
HZ 4 - SUNNY - LOW	0.2	Drip	0.81	0.25	1400	346	11911
HZ 5 - SHADE - LOW	0.2	Drip	0.81	0.25	2667	659	22700
HZ 6 - SUNNY - LOW	0.2	Drip	0.81	0.25	1345	332	11448
HZ 7 - SHADE - MOD	0.5	Drip	0.81	0.62	730	451	15534
HZ 8 - SUNNY - MOD	0.5	Drip	0.81	0.62	1655	1045	33473
HZ 9 - SHADE - MOD	0.5	Drip	0.81	0.62	438	270	9320
HZ 10 - SHADE - MOD	0.5	Drip	0.81	0.62	859	530	18275
HZ 11 - SHADE - MOD	0.5	Drip	0.81	0.62	699	431	14874
HZ 12 - SUNNY - MOD	0.5	Drip	0.81	0.62	600	370	12757
HZ 13 - NON-IRRIGATED			0.75	0.00	2300	0	0
HZ 14 - WATER FEATURE			1	1.00	627	627	21514
			0.75	0.00		0	0
				Totals	18678	8177	281873
Special Landscape Areas							
NO SPECIAL LANDSCAPE AREAS			1			0	0
				Totals			
						ETWU Total	27500
				Maximum Allowed Water Allowance (MAWA)*			34550

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	8065
Total Area	13221
Average ETAF	0.61

All Landscape Areas

Total ETAF x Area	8065
Total Area	13221
Average ETAF	0.61

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

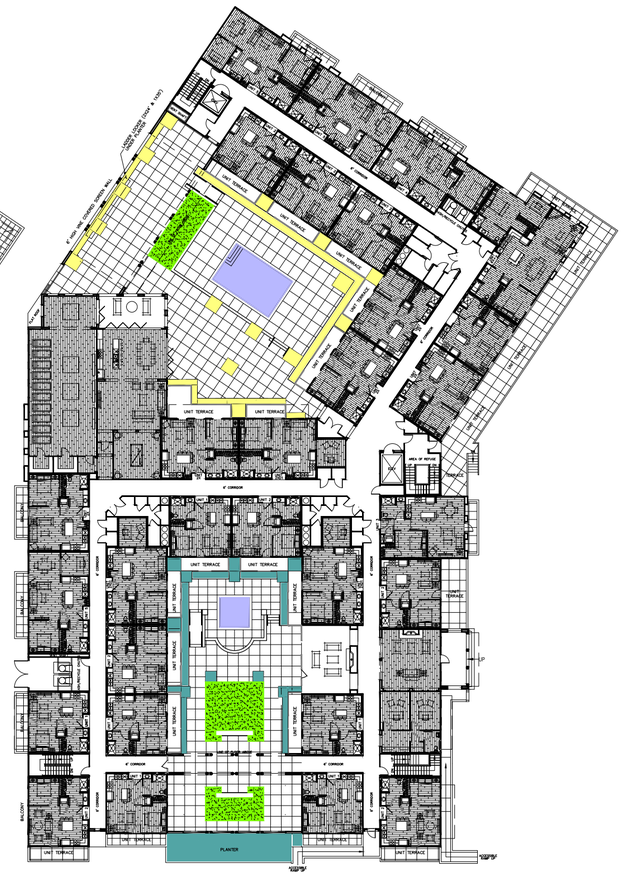
NOTE
TOTAL LANDSCAPE AREA = 13,221 SQ. FT.

HYDROZONE LEGEND:

- HYDROZONE 1 - SUNNY - MODERATE WATER USE
- HYDROZONE 2 - SUNNY - MODERATE WATER USE
- HYDROZONE 3 - SHADE - MODERATE WATER USE
- HYDROZONE 4 - SUNNY - LOW WATER USE
- HYDROZONE 5 - SHADE - LOW WATER USE
- HYDROZONE 6 - SUNNY - LOW WATER USE
- HYDROZONE 7 - SHADE - MODERATE WATER USE
- HYDROZONE 8 - SUNNY - MODERATE WATER USE
- HYDROZONE 9 - SHADE - MODERATE WATER USE
- HYDROZONE 10 - SHADE - MODERATE WATER USE
- HYDROZONE 11 - SHADE - MODERATE WATER USE
- HYDROZONE 12 - SUNNY - MODERATE WATER USE
- HYDROZONE 13 - NON-IRRIGATED AREA
- HYDROZONE 14 - WATER FEATURE



ROOF FLOOR LEVEL



SECOND FLOOR LEVEL



GROUND LEVEL

REDLANDS CITY CENTER

HYDRO ZONE EXHIBIT

L6

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Polhemus, License # 3782
(949) 644-9370 FAX (714) 210-3140

JOB# 21-017 DATE: 08-3-22



	PARKING LOT	41,910 S.F.
	7% OF PARKING AREA	2,934 S.F.
	COMPACT PARKING STALL ADJUSTMENT (27 STALLS x 30 sf PER STALL)	810 S.F.
	TOTAL LANDSCAPE AREA REQUIRED	3,744 S.F.
	PARKING LOT PA PROVIDED	5,256 S.F.

PERCENTAGE OF PLANTING AREA = 12.5%

0 30' 60'

REDLANDS CITY CENTER

PARKING & PLANTING AREA EXHIBIT

L7

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Polhemus, License # 3782
(949) 644-9570 FAX (714) 210-3140

JOB# 21-017 DATE: 08-3-22

TENTATIVE PARCEL MAP NO. 20475 - CUP NO. 1138
REDLANDS CITY CENTER - 212 & 213 BROOKSIDE AVENUE
APN 0171-211-11 THROUGH -21, -25 & 0171-101-01 THROUGH -05

OWNER / APPLICANT

VANTAGEONE REAL ESTATE INVESTMENTS, LLC
THOMAS N. ROBINSON
4 CORPORATE PLAZA, SUITE 210
NEWPORT BEACH, CA 92660

CIVIL ENGINEER

HICKS & HARTWICK, INC.
37 EAST OLIVE AVENUE, SUITE C
REDLANDS, CA 92373
PH: (909) 793-2257

TENTATIVE MAP PREPARED BY:

Hicks & Hartwick, Inc.
37 East Olive Ave, Ste C
Redlands, CA. 92373
909.793.2257

REGISTERED PROFESSIONAL ENGINEER — MATTHEW C. HICKS — No. 63494 — CIVIL — STATE OF CALIFORNIA

URBAN PLANNER

URBAN ENVIRONS
307 BROOKSIDE AVENUE
REDLANDS, CA 92373
PH: (909) 789-4446

GEOTECHNICAL ENGINEER

HILLTOP GEOTECHNICAL, INC.
786 SOUTH GIFFORD AVENUE
SAN BERNARDINO, CA 92408
PH: (909) 890-9079

GENERAL NOTES

1. TOTAL PROJECT GROSS AREA: 165,462 SF (3.80 AC) – INCLUSIVE OF ADJACENT STREET R/W
2. PROJECT CONSISTS OF APN: 0171-211-11 THROUGH -21, -25 & 0171-101-01 THROUGH -05
3. NUMBER OF PARCELS: 2
4. DATE PREPARED: 5-3-22
5. NET DEVELOPMENT AREA: 131,021 SF (3.01 AC)

LEGAL DESCRIPTION

PARCEL NO. 1:
THAT PORTION OF LOT 7, STONE'S SUBDIVISION, IN THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 5 OF MAPS, PAGE 37, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHERLY CORNER OF THE EASTERLY LINE OF LOT 1, BLOCK "C", PRELLER, PRATTS AND KENDALLS SUBDIVISION, THENCE ALONG THE EAST LINE OF LOT 1, 97.1 FEET; THENCE NORTH 15° 31' EAST 88.3 FEET TO FIRST STREET; THENCE NORTH 62° 17' WESTERLY ON THE SOUTHWESTERLY LINE OF FIRST STREET, 25.83 FEET TO THE POINT OF BEGINNING.
APN: 0171-211-14

PARCEL NO. 2:
LOT 1, BLOCK "C", PRELLER, PRATTS AND KENDALLS SUBDIVISION, IN THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 5 OF MAPS, PAGE 22, RECORDS OF SAID COUNTY.
EXCEPT THE FOLLOWING:
BEGINNING AT THE NORTHEAST CORNER OF SAID LOT; THENCE SOUTH ALONG THE EAST LINE 26.70 FEET; THENCE NORTHWESTERLY 53.97 FEET TO THE POINT ON THE NORTH LINE OF SAID LOT; THENCE ALONG SAID NORTH LINE EASTERLY 46.90 FEET TO THE POINT OF BEGINNING.
APN: 0171-211-13

PARCEL NO. 3:
LOT 6, STONE'S SUBDIVISION OF LOTS NO. 12, 13 AND 14, BLOCK "C" PRELLER, PRATTS AND KENDALLS SUBDIVISION OF PART OF LOT 27, BLOCK 77, SAN BERNARDINO RANCHO, SAN BERNARDINO COUNTY, CALIFORNIA AND A PART OF LOT 1, BLOCK 27, REDLANDS, IN THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 5 OF MAPS, PAGE 37, OF THE RECORDS OF SAID COUNTY.
TOGETHER WITH THE NORTHERLY 6 FEET OF THE UN-NAMED ALLEY ADJOINING SAID LAND ON THE SOUTH AS VACATED BY RESOLUTION NO. 7667, RECORDED SEPTEMBER 8, 2016 AS INSTRUMENT NO. 2016-0368219, OFFICIAL RECORDS OF SAID COUNTY.
EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED BY F. P MORRISON, TRUSTEE, TO HALSEY W. ALLEN, BY DEED RECORDED IN BOOK 311 OF DEEDS, PAGE 400, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:
THE WESTERLY PORTION OF SAID LOT 6, DESCRIBED AS FOLLOWS, WHICH SAID PORTION IS A TRAPEZOID LYING IMMEDIATELY IN REAR OF LOT 1, FRONTING 50 FEET ON ALLEY, THE WESTBOUNDARY LINE BEING 93 FEET; THE NORTHERLY BOUNDARY LINE BEING 59.6 FEET; THE EASTERLY BOUNDARY LINE BEING 60.9 FEET.
APN: 0171-211-16

PARCEL NO.4:
LOT 2, BROOKSIDE AVENUE SUBDIVISION, IN THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 17 OF MAPS, PAGE 1, RECORDS OF SAID COUNTY.
TOGETHER WITH THE SOUTHERLY 6 FEET OF THE UN-NAMED ALLEY ADJOINING SAID LAND ON THE NORTH AS VACATED BY RESOLUTION NO. 7667, RECORDED SEPTEMBER 8, 2016 AS INSTRUMENT NO. 2016-0368219, OFFICIAL RECORDS OF SAID COUNTY.
APN: 0171-211-18

PARCEL NO. 5:
LOT 2, OF STONE'S SUBDIVISION, IN THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 5 OF MAPS, PAGE 37, RECORDS OF SAID COUNTY.
TOGETHER WITH THE SOUTHERLY 6 FEET OF THE UN-NAMED ALLEY ADJOINING SAID LAND ON THE NORTH AS VACATED BY RESOLUTION NO. 7667, RECORDED SEPTEMBER 8, 2016 AS INSTRUMENT NO. 2016-0368219, OFFICIAL RECORDS OF SAID COUNTY.
APN: 0171-211-19

PARCEL NO. 6:
LOT 1 OF STONE'S SUBDIVISION OF LOTS 12, (3, AND 14, BLOCK "C" PRELLER, PRATTS AND KENDALLS SUBDIVISION OF PART OF LOT 27, BLOCK 77, SAN BERNARDINO RANCHO, AND A PART OF LOT 1, BLOCK 27 REDLANDS SURVEY, IN THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 5 OF MAPS, PAGE 37, RECORDS OF SAID COUNTY.
ALSO THAT PORTION OF LOT 6 OF SAID STONE'S SUBDIVISION, LYING WEST OF THE EAST LINE OF SAID LOT 1 OF SAID STONE'S SUBDIVISION PRODUCED NORTHERLY.
ALSO THAT PORTION OF 12 FOOT ALLEY (NOW VACATED) AS SHOWN ON SAID MAP OF STONE'S SUBDIVISION, LYING BETWEEN SAID LOT 1 OF SAID STONE'S SUBDIVISION AND THAT PORTION OF LOT 6 ABOVE DESCRIBED.
ALSO THAT PORTION OF BLOCK "D" OF FELLER'S SUBDIVISION NO. 2 OF PART OF LOT 1, BLOCK 27, REDLANDS SURVEY, IN THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 8 OF MAPS, PAGE 45, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT AT THE INTERSECTION OF THE LINE OF THE NORTHEASTERLY SIDE OF SAID BLOCK "D" WITH THE NORTHWESTERLY SIDE OF BROOKSIDE AVENUE (SAID POINT ALSO BEING THE SOUTHWESTERLY CORNER OF SAID LOT 1 OF SAID STONE SUBDIVISION); THENCE RUNNING IN A SOUTHWESTERLY DIRECTION ALONG THE NORTHWESTERLY SIDE OF BROOKSIDE AVENUE, 25 FEET; THENCE AT RIGHT ANGLES IN A NORTHWESTERLY DIRECTION 265 FEET; THENCE AT RIGHT ANGLES NORTHEASTERLY 25 FEET TO THE NORTHEASTERLY LINE OF SAID BLOCK "D"; THENCE RUNNING SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE OF SAID BLOCK "D", 265 FEET TO THE POINT OF BEGINNING.
APN: 0171-211-20 AND 0171-211-21

EASEMENTS AND RIGHTS

EASEMENTS AND RESTRICTIONS OF RECORD UNDER TITLE REPORT PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, DATED APRIL 28, 2017 ORDER NO. 25004744-012-JDL

EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

(1) 1. GRANTED TO : SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE(S) : PUBLIC UTILITIES
RECORDING DATE : DECEMBER 22, 1961
RECORDING NO. : BOOK 5617 PAGE 170 OF OFFICIAL RECORDS
AFFECTS : A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT.

SURVEYOR'S NOTES

THE BASIS OF BEARINGS IS THE CENTERLINE OF BROOKSIDE AVENUE AS SHOWN ON TRACT 1994, PARKWOOD ADDITION, MB 29/4, BEING N56°20'00"E

BENCHMARK

CITY OF REDLANDS BENCH MARK R-59, BRASS DISK IN TOP OF CURB AT THE WEST SIDE OF FLAG POLE ISLAND AT THE INTERSECTION OF CAJON STREET AND VINE STREET, IN FRONT OF OLD CITY HALL. ELEVATION = 1358.504

UTILITY NOTE

UNDERGROUND UTILITY LOCATIONS SHOWN WERE LOCATED BY PAINTED MARKINGS FURNISHED BY OTHERS. THE EXISTENCE AND APPROXIMATE LOCATIONS OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. HICKS & HARTWICK, INC. ASSUMES NO LIABILITY AS TO THE EXACT LOCATION OF SAID LINES NOR FOR THE UTILITY OR IRRIGATION LINES WHOSE LOCATIONS ARE NOT SHOWN.

LEGEND

- ASPHALT PAVEMENT
- BUILDING
- LANDSCAPING
- CONCRETE
- PROPOSED PROPERTY LINE
- PROPOSED SCREEN WALL
- PROPOSED RETAINING WALL
- (1210) EXISTING CONTOUR
- 1210 PROPOSED CONTOUR
- PROPOSED SEWER SERVICE
- SD PROPOSED STORM DRAIN
- PROPOSED NON-POTABLE WATER
- EXISTING STORM DRAIN
- EXISTING WATER SERVICE
- EXISTING SEWER LATERAL
- EXISTING WATER MAIN (SIZE AS SHOWN)
- EXISTING SEWER MAIN (SIZE AS SHOWN) AND MANHOLE
- G EXISTING GAS LINE (SIZE AS SHOWN)
- OH EXISTING OVERHEAD COMMUNICATION/POWER LINES
- GTE EXISTING GENERAL TELEPHONE
- SCE PROPOSED SOUTHERN CALIFORNIA EDISON
- GB PROPOSED GRADE BREAK
- FIRE HYDRANT ASSEMBLY
- SWALE FLOW LINE
- PIPE BELOW SWALE

ABBREVIATIONS

AC	ASPHALT PAVEMENT	LF	LINEAR FEET
APN	ASSESSOR'S PARCEL NUMBER	LS	LANDSCAPE
BLDG	BUILDING	MAX	MAXIMUM
℄	CENTERLINE	MIN	MINIMUM
CF	CURB FACE	PIV	POST INDICATOR VALVE
CLF	CHAIN LINK FENCE	PL	PROPERTY LINE
CONC.	CONCRETE	PP	POWER POLE
COR	CORNER	PROP	PROPOSED
DDC	DOUBLE DETECTOR CHECK	GB	GRADE BREAK
DIA	DIAMETER	GP	GUARD POST
EX.	EXISTING	GTE	GENERAL TELEPHONE
EG	EXISTING GRADE	GW	GUY-WIRE
FDC	FIRE DEPARTMENT CONNECTION	R/W	RIGHT OF WAY
FF	FINISHED FLOOR	SMH	SEWER
FG	FINISHED GRADE	SW	SIDEWALK
FH	FIRE HYDRANT	TC	TOP OF CURB
FL	FLOW LINE	TG	TOP OF GRATE
FS	FINISHED SURFACE	WTR	WATER
INV	INVERT	WV	WATER VALVE
LAT	LATERAL	WM	WATER METER
		XING	CROSSING

CURVE DATA TABLE				
CURVE	DELTA	RADIUS	TANGENT	LENGTH
C1	89°56'09"	12.00'	11.99'	18.84'
C2	12°39'09"	220.00'	24.39'	48.58'
C3	33°55'57"	180.00'	54.92'	106.60'

LINE DATA TABLE		
LINE	BEARING	DISTANCE
L1	N56°16'54"E	25.00'
L2	N89°44'54"E	9.80'
L3	N33°36'09"W	27.23'
L4	N89°54'38"W	3.26'


CITRUS AVENUE
FIRST STREET
NORTH EUREKA STREET
BROOKSIDE AVENUE
PARCEL NO. 1
1.68 AC.
73,038 SF
PARCEL NO. 2
1.33 AC.
57,983 SF
PROPOSED BUILDING
APPROXIMATE BUILDING COVERAGE
45,200 SF
PARKING LEVEL 1
FF = 1335.97
PAD =1335.30
PROPOSED BUILDING
APPROXIMATE BUILDING COVERAGE
3,578 SF
FF =1341.50
PAD =1340.83
PROPOSED BUILDING
APPROXIMATE BUILDING COVERAGE
3,504 SF
FF =1341.50
PAD =1340.83
PROPOSED BUILDING
APPROXIMATE BUILDING COVERAGE
3,467 SF
FF =1341.50
PAD =1340.83
EXISTING LOT LINES TO BE REMOVED BY PARCEL MAP (TYP.)
EXISTING STORM DRAIN TO BE RE-ALIGNED
EXISTING PUBLIC SEWER TO BE RE-ALIGNED
EXISTING PRIVATE SEWER TO BE RE-ALIGNED
PROPOSED 72" SD
PROPOSED 14" SEWER
PROPOSED 8" NON-POTABLE WATER
PROPOSED 6' SCREEN WALL ON 6' MAX. RETAINING WALL
PROPOSED 6' SCREEN WALL ON 3' MAX. RETAINING WALL
EX. RETAINING WALL
PROPOSED SCREEN WALL
PROPOSED 6' SCREEN WALL ON 6' MAX. RETAINING WALL
EX. ST. LIGHT (TYP.)
EX. PALM TO BE REMOVED
EX. DRIVEWAY
EX. BUS STOP
EX. FH
EX. WM
PROPOSED WM
PROPOSED FDC/PIV
PROPOSED FDC/PIV (TYP.)
PROPOSED UTILITY EASEMENT
PUBLIC EASEMENT
FEMA FLOOD ZONE AO 1'
ALL OH TO BE UNDERGROUNDED
EX. MH ADJ. TO GRADE
SCE MH
0171-211-01
0171-211-02
0171-211-03
0171-211-26
0171-101-06
0171-101-15
0171-101-16
N56°20'00"E 382.04'
N56°20'00"E
N33°36'09"W
N00°01'04"W 106.65'
N00°01'04"W 315.80'
N00°01'04"W 46.63'
N00°01'04"W 54.71'
N00°01'04"W 54.71'
N00°01'04"W 54.71

RECEIVED

SEP 09 2022

Redlands City Clerk

NOTICE OF APPEAL FROM A DECISION
OF THE PLANNING COMMISSION OF THE CITY OF REDLANDS

Pursuant to the Redlands Municipal Code, the undersigned hereby appeals a decision of the Planning Commission of the City of Redlands as follows:

Project Name or Permit Number: City Center Project (CUP No. 1138, TPM No. 20475)

Decision being appealed: Appeal of the Planning Commission's August 30, 2022 decisions to approve the Conditional Use Permit 1138 and Tentative Parcel Map No. 20475 for the City Center Project, and to approve the Sustainable Communities Environmental Assessment ("SCEA") prepared for the Project.

Date of Commission's decision: August 30, 2022

Grounds of Appeal: For the reasons discussed in the attached letter, the Planning Commission should not have approved the Project. The City should have prepared a revised SCEA or, alternatively, prepared an Environmental Impact Report ("EIR") for the Project, and should have circulated the revised SCEA or Draft EIR for public review prior to consideration of project approvals. See attachment.

Name of Appellant (print): Supporters Alliance for Environmental Responsibility ("SAFER"), represented by Lozeau Drury LLP

Address of Appellant: 1939 Harrison Street, Suite 150

City, State: Oakland, CA Zip: 94612

Telephone: 510-836-4200 E-mail: michael@lozeaudrury.com

Signature of Appellant: Michael R Lozeau

Appeal Filing Requirements:

(1) Applicable appeal filing fee.
(2) Submission of 15 copies of plans and/or proposal to the Development Services Department, Planning Division (if appealed by the Applicant).

Staff Use Only:

Date Received:

LOZEAU DRURY LLP
T 510.836.4200
F 510.836.4205
1939 Harrison Street, Ste. 150
Oakland, CA 94612
www.lozeaudrury.com
rebecca@lozeaudrury.com

Via Email

August 29, 2022

Steven Frasher, Chair
Joe Richardson, Vice Chair
Karah Shaw, Commissioner
Rosemarie Gonzales, Commissioner
Mario Saucedo, Commissioner
Matt Endsley, Commissioner
Maryn Wells, Commissions
City of Redlands Planning Commission
35 Cajon Street, Suite 2
Redlands, CA 92373
PlanningCommission@cityofredlands.org

Sean Reilly, Principal Planner
Development Services Department
City of Redlands
35 Cajon St Suite 20
Redlands, CA 92373
sreilly@cityofredlands.org

Re: Comment on Sustainable Communities Environmental Assessment, City Center Project (Conditional Use Permit No. 1138, Tentative Parcel Map No. 20475; SCH 2022070186)
Planning Commission Agenda Item 5B

Dear Chair Frasher, Vice Chair Richardson, Honorable Commissioners, and Mr. Reilly:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Sustainable Communities Environmental Assessment ("SCEA") prepared for the City Center Project (Conditional Use Permit No. 1138, Tentative Parcel Map No. 20475; SCH 2022070186), including all actions related or referring to the proposed construction of a mixed-use development consisting of 131 apartments, 23,476 square feet of amenity space, and a ground floor and subterranean parking garage beneath the proposed residential building, located at the northwest corner of Eureka Street and Brookside Avenue in the City of Redlands ("Project"), which is being heard on August 30, 2022 by the Planning Commission as Agenda Item 5B.

After reviewing the SCEA, we conclude the SCEA fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. Therefore, we request that the Development Services Department prepare a revised SCEA or, in the alternative, prepare an Environmental Impact Report ("EIR") for the Project pursuant to the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000, et seq.

We reserve the right to supplement these comments, including but not limited to at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,

Rebecca Davis
Lozeau Drury LLP

CITY OF REDLANDS
Deposit Transmittal Form

DATE: 9.8.2022 **REC #:** 10406

TO: Revenue

FROM: Development Services (DEPARTMENT)

CASH:	$	-
CHECKS:	$	2,254.00
WIRE/EFT:	$	-
CHARGE CARDS:	$	-
TOTAL DEPOSIT	$	2,254.00

Please deposit funds, and distribute as indicated below:

ACCOUNT DESCRIPTION	TREASURER'S QUICK CODE	ORG KEY - OBJECT		JOB LEDGER (JL)	AMOUNT
Appeal	520	101164	3160		$2,254.00
TOTAL DEPOSIT					$ 2,254.00

DETAIL: Appeal of CUP 1138 and TPM 20475 "City Center"

Lozeau Drury LLP - Supporters Alliance for Environmental Responsibility

1939 Harrison Street, Suite 150

Oakland, CA 94612

Rebecca@lozeaudrury.com 510-836-4200 - Rebecca Davis

PAID

SEP 08 2022

CITY OF REDLANDS CUSTOMER SERVICE

PREPARED BY: Sean Reilly

APPROVED BY:

(AUTHORIZED DEPARTMENT SIGNATURE)

City Center Project

Sustainable Communities Environmental Assessment

Lead Agency:

City of Redlands
35 Cajon Street
Redlands, CA 92373

Project Applicant:

VantageOne Real Estate Investments, LLC
4 Corporate Plaza, Suite 210
Newport Beach, CA 92660

CEQA Consultant:

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

2355 Main Street, Suite 100

Irvine, CA 92614

July 2022

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1 INTRODUCTION

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the California Public Resources Code (PRC).

1.1 Project Description Summary

The subject of this SCEA is a proposed mixed-use development known as the City Center Project (Project; proposed Project). The Project site is comprised of multiple parcels bordered by commercial buildings, single-family residences, W Citrus Avenue, Brookside Avenue, and Eureka Street. The Project site is currently vacant but has been previously graded.

The Project proposes the development of one four-story apartment building with 131 multi-family dwelling units and three restaurant pads on the 3.03-acre site.

1.2 Background Information on Senate Bill 375 and the SCEA

The State of California adopted Senate Bill 375 (SB 375), also known as "The Sustainable Communities and Climate Protection Act of 2008," which outlines growth strategies that better integrate regional land use and transportation planning, and that help meet the State's greenhouse gas (GHG) emission reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" (SCS) into the regional transportation plans to achieve their respective region's GHG emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria. One such CEQA streamlining tools is the SCEA.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of San Bernardino (along with the Counties of Los Angeles, Imperial, Riverside, Orange, and Ventura). On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS). For the SCAG region, CARB has set GHG emission reduction targets at 19 percent per capita reduction by 2035 relative to 2005 levels. The 2020-2045 RTP/SCS outlines strategies to meet or exceed the targets set by CARB. By Executive Order G-20-239, approved on October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 emission reduction targets.

SB 375 allows the City of Redlands, acting as Lead Agency, to prepare a SCEA as the environmental CEQA clearance for "transit priority projects" (as described below) that are consistent with SCAG's 2020-2045 RTP/SCS.

1.3 Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to qualifying transit priority projects (TPPs). For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria (see PRC 21155 (a) and (b)):

- Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020-2045 RTP/SCS;
- Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- Provides a minimum net density of at least 20 dwelling units per acre; and
- Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

1.4 SCEA Process and Streamlining Provisions

Qualifying TPPs that have incorporated all feasible and applicable mitigation measures, performance standards, or criteria set forth in the prior applicable EIR (SCAG's 2020-2045 RTP/SCS Program EIR), and that are determined to not result in significant and unavoidable environmental impacts, may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the TPP, except for the following:
    a. Growth-inducing impacts, and
    b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.

    Note: all relevant and feasible 2020-2045 RTP/SCS Program EIR mitigation measures shall be incorporated into the Project prior to conducting the initial study analysis.
2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. A draft of the SCEA shall be circulated for a public comment period of no less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.
5. The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:
    a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
    b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
        i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
        ii. Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

1.5 Required Findings

The City of Redlands finds, based on the information contained in Section 2 (Environmental Setting), Section 3 (Project Description), Section 4 (Sustainable Communities Environmental Assessment Criteria), Section 5 (Incorporation of 2020-2045 RTP/SCS Program EIR Mitigation Measures), and Section 6 (Sustainable Communities Environmental Analysis/Checklist) of this document, that preparation of a SCEA in accordance with PRC Section 21155.2(b) is appropriate for the Project for the following reasons:

- The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the area of the Project site in the 2020-2045 RTP/SCS prepared by SCAG, which is the metropolitan planning organization for the City.
- The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2020-2045 RTP/SCS would, if implemented, achieve the GHG emission reduction targets.
- The Project qualifies as a transit priority project pursuant PRC Section 21155 in that the Project contains more than 50 percent residential use; provides a minimum net density greater than 20 units

an acre; and is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan;

- The Project is a residential or mixed-use project as defined by PRC Section 21159.28(d);
- The Project incorporates all feasible and applicable mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to PRC Section 21081, including the 2020-2045 RTP/SCS Program EIR;
- All potentially significant or significant effects required to be identified and analyzed pursuant to CEQA in an initial study have been identified and analyzed in an initial study; and
- As outlined in detail in Section 6, *Sustainable Communities Environmental Analysis/Checklist,* changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.

1.6 Organization of the SCEA

Based on the information presented above, the SCEA for the Project is organized as follows:

- **Section 1. Introduction:** This section provides introductory information about the Project and background information regarding SB 375, lists the TPP criteria, and describes the required content of the SCEA.
- **Section 2. Environmental Setting:** This section provides information on the current uses and designations for the Project site and surrounding areas.
- **Section 3. Project Description:** This section provides a detailed description of the Project, including Project characteristics and required discretionary approvals.
- **Section 4. Sustainable Communities Environmental Assessment Criteria:** This section includes a discussion of the Project's consistency with the TPP criteria listed above and demonstrates that the Project satisfies all necessary criteria for approval of a SCEA as set forth in PRC Sections 21155.2 and 21159.28(a).
- **Section 5. Incorporation of 2020-2045 RTP/SCS Program EIR Mitigation Measures:** This section identifies all of the mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) for SCAG's 2020-2045 RTP/SCS Program EIR and a discussion of the applicability of the mitigation measures to the Project.
- **Section 6. Sustainable Communities Environmental Impact Analysis/ Initial Study Checklist:** This section contains the completed Initial Study Checklist and assesses the significance level under each environmental impact threshold. Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of Project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified in the Checklist, mitigation measures are provided to reduce such impacts to less than significant levels.

2 ENVIRONMENTAL SETTING

2.1 Project Location

The City of Redlands encompasses approximately 36 square miles of land within San Bernardino County and is bound by Loma Linda to the west; the unincorporated community of Mentone to the east; Highland to the north; and Riverside County and Moreno Valley to the south.

The Project site is located at the northwest corner of Eureka Street and Brookside Avenue in Downtown Redlands. As shown on Figure 2-1, *Regional Location,* regional access to the Project site is provided by I-10 to Orange Street. Local access to the site is provided by Eureka Street and Brookside Avenue, as shown on Figure 2-2, *Local Vicinity*.

2.2 Existing Project Site

The Project site encompasses approximately 3.03-acres and 17 parcels of land. The 17 Assessor's Parcel Numbers (APNs) of the Project site are listed in Table 2-1 below.

Table 2-1: Assessor's Parcel Numbers

0171-101-01	0171-211-12	0171-211-18
0171-101-02	0171-211-13	0171-211-19
0171-101-03	0171-211-14	0171-211-20
0171-101-04	0171-211-15	0171-211-21
0171-101-05	0171-211-16	0171-211-25
0171-211-11	0171-211-17	

Project site is currently vacant and undeveloped. The Project site was previously used as the City Hall Annex, which was recently demolished and has since been graded. The Project site's existing conditions are shown in Figure 2-3, *Project Aerial,* and Figures 2-4, *Existing Site Photos.*

2.3 Existing Land Uses and Zoning Designation of the Project Site

As shown on Figure 2-5, *Existing General Plan Designation,* the Project site has General Plan land use designation of Commercial, which allows commercial development. The entire Project site is within the Transit Village Overlay.

As shown on Figure 2-6, *Existing Zoning,* the entire Project site is zoned as General Commercial (C-3). As indicated in the City's Municipal Code, the General Commercial zoning district is intended to provide a central commercial location, accessible from all areas of the city and surrounding areas. Additionally, the C-3 zoning designation allows for residential uses combined with nonresidential uses in an existing building or entirely new building. The C-3 zone allows for development at up to a 4.0 FAR maximum and has no specified building height limit.

2.4 Surrounding General Plan and Zoning Designations

The Project site is located within a developed, mixed-use area within the City of Redlands as described below:

North: Immediately north of the Project site are commercial uses, designated as Commercial and zoned General Commercial (C-3). Areas directly to the north of the Project site are within the Transit Village Overlay.

South: Directly south of the southern portion of the Project site are multiple office buildings, residences, and the Redlands U.S. Post Office. Areas to the south of the Project site are designated as Commercial and Public/Institutional by the Redlands General Plan and zoned Administrative (A-P) followed by Transitional (T).

East: Directly to the east of the Project site is Eureka Street followed by the Redlands Mall. Areas to the east of the Project site are designated as Commercial and Public/Institutional by the Redlands General Plan, and zoned General Commercial (C-3) and Administrative (A-P).

West: Directly to the west of the Project site are commercial buildings and residences followed by Kendall Street. Areas to the west of the Project site are designated as Medium Density Residential and Commercial by the Redlands General Plan, and zoned Administrative (A-P) and Multi-Family Residential (R-2).

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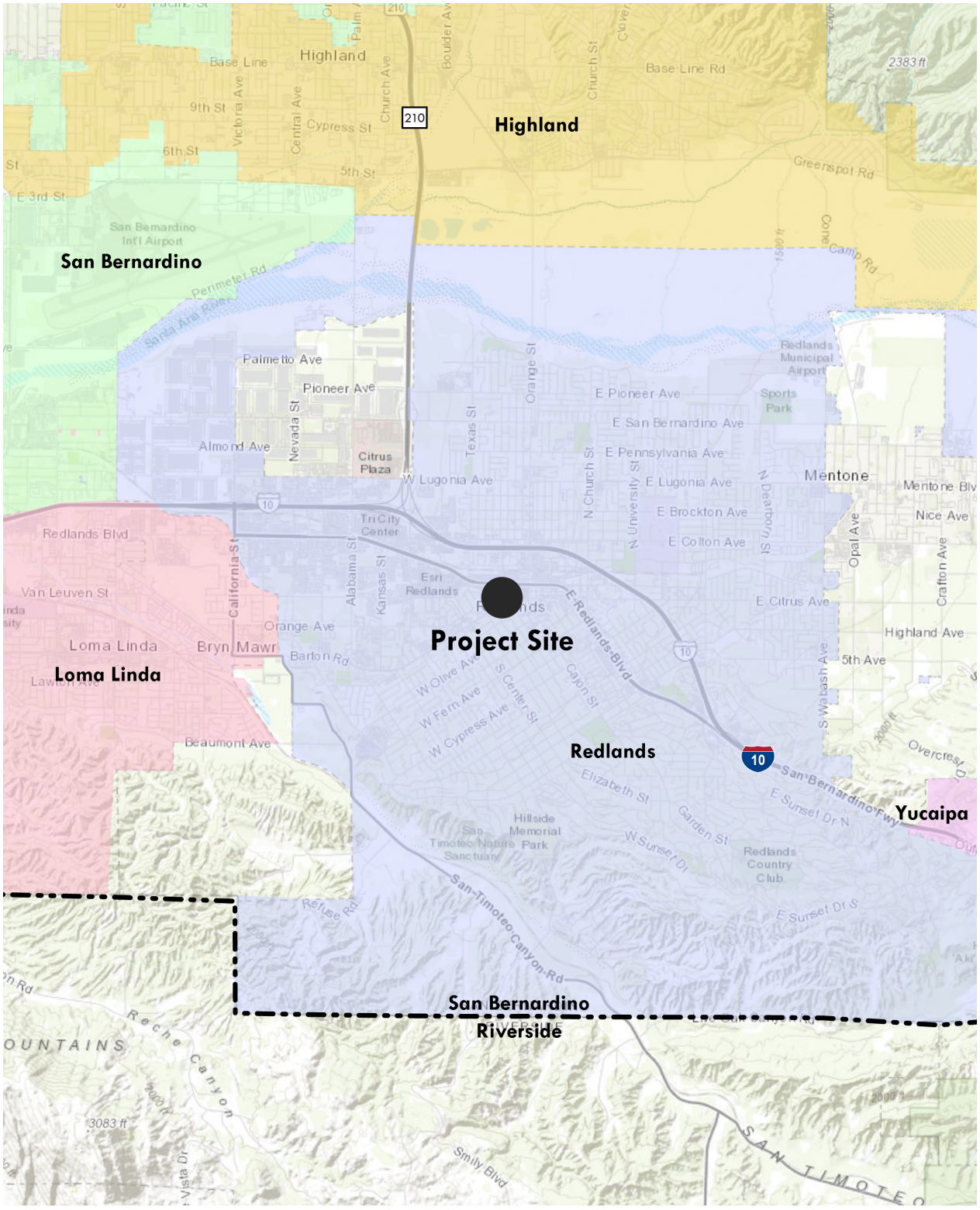
Regional Location



City Center
City of Redlands

Figure 2-1

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Local Vicinity



City Center
City of Redlands

Figure 2-2

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Aerial View



City Center
City of Redlands

Figure 2-3

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Existing Site Photos



View from northwest corner of site on Citrus Ave and 1st St.



View from northeast corner on Eureka St.

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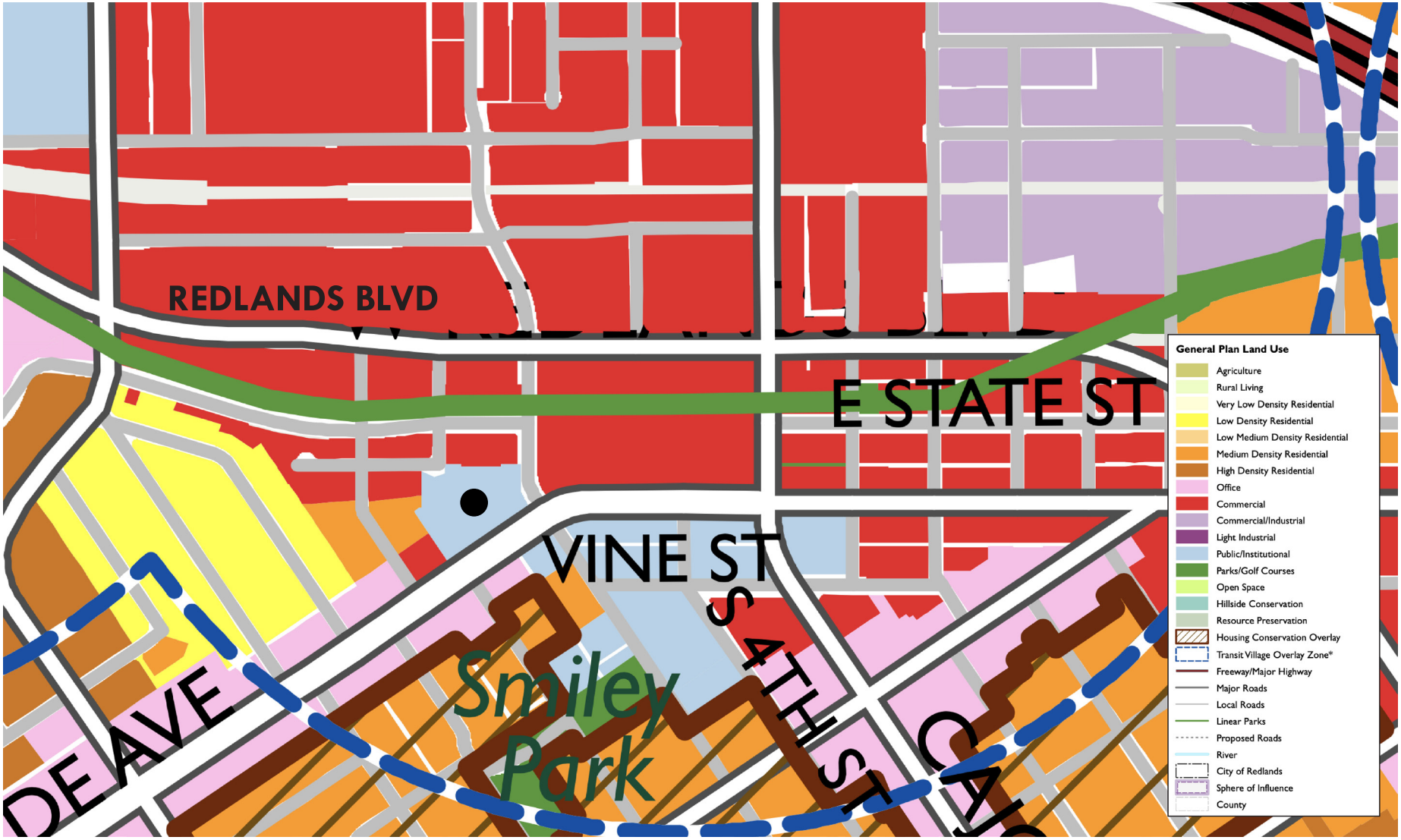
Existing General Plan Designation



Project Site

N

City Center
City of Redlands

Figure 2-5

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Existing Zoning



Project Site

N

City Center
City of Redlands

Figure 2-6

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3 PROJECT DESCRIPTION

3.1 Proposed Project

3.1.1 Project Overview

The Project proposes to construct a new mixed-use development consisting of multi-family residential units and restaurant uses. The Project would also develop a ground floor and subterranean parking garage located beneath the proposed residential building. The Project includes 131 multifamily dwelling units and 23,476 square feet (SF) of amenity space consisting of a 9,770 SF roof deck, a 7,380 SF pool plaza, a 5,356 SF spa plaza, and a 527 SF upper lounge. The Project also proposes 10,550 SF of restaurant space on the corner of Eureka Street and Brookside Avenue, as shown on Figure 3-1, *Conceptual Site Plan.*

3.1.2 Project Features

Architectural Design

The proposed apartment building would be 4-stories with a maximum height of 55 feet from grade. The proposed restaurant buildings would be 30 feet in height. As shown in Figure 3-6, Project elevations would include a variety of architectural elements, including articulated massing and finish material palates, and are designed to be compatible with the Downtown historic architectural styles within the city including Spanish Mission and 19th Century, and Mediterranean Style Contemporary.

Residential Units

The Project would construct approximately 131 multi-family residential units in one 4-story building for a density of 45.6 dwelling units per acre. The residential units would include studio, studio/den, one-bedroom, two-bedroom, and two-bedroom/den floor plans that range from approximately 517 SF to 1,252 SF. Residential unit breakdown for each building is provided in Table 3-1.

Table 3-1: Residential Unit Breakdown

Unit Type	Square Footage	Number of Units
Unit 1 (JR 1 Bed)	517	40
Unit 1D (JR 1 Bed/Den)	657	2
Unit 2 (1 Bed, 1 Bath)	585	28
Unit 2X (1 Bed, 1 Bath, Den)	655	16
Unit 2XD1 (1 Bed, 1 Bath)	774	15
Unit 3 (1 Bed, 1 Bath)	744	6
Unit 4 (1 Bed, 1 Bath)	835	5
Unit 5 (1 Bed, 1 Bath, Den)	862	10
Unit 6 (2 Bed, 2 Bath)	939	3
Unit 6X (2 Bed, 2 Bath)	1,133	2
Unit 6X+ (2 Bed, 2 Bath)	1,053	1
Unit 6X++ (2 Bed, 2 Bath, Den)	1,252	3
Total	---	**131**

The residential building would also include approximately 23,476 SF of amenity space, including a pool, lounge, rooftop bar, fitness room, shared kitchen, and game room. Additionally, the apartment building would include private interior courtyard areas, with an outdoor pool and spa, and a rooftop lounge, as shown on Figure 2-2, *Conceptual Site Plan, Unit Floor 1*.

Restaurant Space

The Project would develop approximately 10,550 SF of street-facing, ground floor restaurant space on the corner of Brookside Avenue and Eureka Street. The proposed restaurant space would be split into three separate pads. Restaurant Pad 1 is approximately 3,505 SF, Restaurant Pad 2 is approximately 3,450 SF, and Restaurant Pad 3 is approximately 3,578 SF. Restaurant parking would be provided through a surface lot adjacent to the proposed restaurants.

Circulation and Parking

The Project would be accessed via four proposed driveways: two along Brookside Avenue, one along Eureka Street, and one along West Citrus Avenue, as shown on Figures 3-1 through 3-5. The Project would also include 20-foot to 26-foot-wide access lanes throughout the site.

The Project proposes a single-level parking structure beneath the apartment building with approximately 100 covered parking spaces to serve future residents. Access to this parking structure would be provided the internal access lane to the north of the proposed residential building. In addition to the proposed parking structure, the Project also proposes a surface lot for with 112 spaces for restaurant employees, restaurant patrons, and guests.

Recreation and Open Space

The Project would provide approximately 23,476 SF of common recreational space. The common recreational space would include a 9,770 SF roof deck, 7,380 SF pool plaza, 5,356 SF spa plaza, and 527 SF upper lounge. Additionally, the Project would include approximately 12,532 SF of private open space. All 131 units would include balconies or terraces that range in size from 35 SF to 473 SF.

Landscaping

The Project would install new drought tolerant ornamental landscaping throughout the Project site, as shown on Figure 2-3, *Landscape Plan*, which would include trees, such as: king palms, orange trees, and birds of paradise. In addition, a variety of ornamental shrubs and groundcovers would be installed for a total of 17,303 SF of landscape area.

Fencing and Walls

The Project would include the installation of a 6-foot-high concrete wall on the western property lines and the installation of a guard rail on top of the existing retaining wall along a portion of the western property line. Additionally, the Project would include the installation of a 6-foot-high concrete wall on the northern property line.

Lighting

Lighting proposed as part of the Project would be typical of residential and commercial uses and would consist of primarily of wall mounted lighting, security lighting, as well as pole mounted lights along roadway and sidewalks. Additional accent lighting, such as string lighting, would be provided in outdoor community recreation areas. All of the Project's outdoor lighting would be directed downward or shielded to minimize offsite spill, as required by General Plan Action 2-A.35.

Easements

The Project would include a 25-foot public access easement through the center of the site. Additionally, a 15-foot public utility easement is proposed in the northwest portion of the site.

Infrastructure Improvements

Street Improvements

The proposed Project would dedicate 5 feet of right-of-way to Citrus Avenue and 4 feet of right-of-way to Eureka Street.

The Project would construct new 8-foot-wide sidewalks along Eureka Street. New curb and gutter are proposed along the northeast property line. A new curb is also proposed along a portion of the northwest property line.

Water

The Project would install new onsite potable water infrastructure that would connect to existing 12-inch domestic water lines in Brookside Avenue and Eureka Street. The Project would install an 8-inch dry non-potable water line in Brookside Avenue. The non-potable line would be connected in the future to provide irrigation. Additionally, the Project would install fire water lines onsite that would connect to the existing and proposed 12-inch domestic water lines in Brookside Avenue and Eureka Street.

Sewer

The Project would install two new 14-inch onsite sewer lines that would connect to the existing 14-inch sewer line in First Street and a new 14-inch sewer line in Eureka Street that would connect to the existing 8-inch sewer line in North Eureka Street. The Project also proposes to realign existing public and private sewer lines within the site.

Drainage

The Project would install new storm drain lines throughout the site and realign existing storm drain lines. Two corrugated metal pipe (CMP) underground storage systems are proposed: one in the northeastern portion of the Project site and the other in the northwestern portion of the Project site.

3.1.3 General Plan and Zoning

As shown on Figure 2-5, *Existing General Plan Designation,* the Project site has a designation of Commercial. The entire Project site is within the Transit Village Overlay. The Project would be consistent with the Commercial General Plan Designation.

As shown on Figure 2-6, *Existing Zoning,* the entire Project site is zoned as General Commercial (C-3). The C-3 zone allows for development at up to a 4.0 FAR maximum and has no specified building height limit. The Project would be consistent with the General Commercial zoning.

3.1.4 Construction and Phasing

Construction activities would include the following: (1) site preparation; (2) grading and excavation; (3) construction of drainage, utilities, and subgrade infrastructure; (4) building construction; and (5) paving and application of architectural coatings. The proposed excavation and grading of the Project site would result in export of 16,500 cubic yards of soil. Construction activities would be limited to the hours between 7:00 am to 6:00 pm, Monday through Saturday, excluding federal holidays, which would be consistent with the City's noise regulations (Municipal Code Chapter 8.06).

3.1.5 Discretionary Approvals, Permits, and Studies

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

- **Parcel Map** to combine the site's existing 17 parcels to allow the creation of two parcels upon which the to construct the commercial and residential portions of the Project.
- **Conditional Use Permit** to allow residential combined with nonresidential uses in the C-3 zoning district.
- **Street Vacation** to vacate a portion of excess right-of-way adjacent to the north side of the project at W. Citrus Avenue and First Street.
- **Minor Exception Permit** to allow deviations in Municipal Code requirements for proposed walls and fences to allow heights taller than six feet.

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Conceptual Site Plan, Parking Level 1



LEGEND:

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'
UNIT 1D (JR 1 BED/1BA/DEN)	657 SQFT - 35.66'X23'
UNIT 2 (1 BED/1BA)	585 SQFT - 26'X23'
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'
UNIT 2XD1 (1 BED/1BA/DEN)	774 SQFT - 40'X23'
UNIT 3 (1 BED/1BA)	744 SQFT - 23.33'X33'
UNIT 4 (1 BED/1BA)	835 SQFT - 41.66'X23'
UNIT 5 (1 BED/1BA/DEN)	862 SQFT - 38'X23'
UNIT 6 (2 BED/2BA)	939 SQFT - 44'X23'
UNIT 6X (2 BED/2BA)	1133 SQFT - 49.83'X23'
UNIT 6X+ (2 BED/2BA)	1053 SQFT - 44'X29'
UNIT 6X++ (2 BED/2BA/DEN)	1252 SQFT - 45'X36.33'
STAIRS/ELEVATORS	
COMMUNITY ROOM	
CORRIDOR	
MECHANICAL/STORAGE	
RESTAURANT SPACE	
BOUNDARY OF RETAIL PARCEL	

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Conceptual Site Plan, Unit Floor 1



LEGEND:

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'
UNIT 1D (JR 1 BED/1BA/DEN)	657 SQFT - 35.66'X23'
UNIT 2 (1 BED/1BA)	585 SQFT - 26'X23'
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'
UNIT 2XD1 (1 BED/1BA/DEN)	774 SQFT - 40'X23'
UNIT 3 (1 BED/1BA)	744 SQFT - 23.33'X33'
UNIT 4 (1 BED/1BA)	835 SQFT - 41.66'X23'
UNIT 5 (1 BED/1BA/DEN)	862 SQFT - 38'X23'
UNIT 6 (2 BED/2BA)	939 SQFT - 44'X23'
UNIT 6X (2 BED/2BA)	1133 SQFT - 49.83'X23'
UNIT 6X+ (2 BED/2BA)	1053 SQFT - 44'X29'
UNIT 6X++ (2 BED/2BA/DEN)	1252 SQFT - 45'X36.33'
STAIRS/ELEVATORS	
COMMUNITY ROOM	
CORRIDOR	
MECHANICAL/STORAGE	
RESTAURANT SPACE	
BOUNDARY OF RETAIL PARCEL	

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Conceptual Site Plan, Unit Floor 2



LEGEND:

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'
UNIT 1D (JR 1 BED/1BA/DEN)	657 SQFT - 35.66'X23'
UNIT 2 (1 BED/1BA)	585 SQFT - 26'X23'
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'
UNIT 2XD1 (1 BED/1BA/DEN)	774 SQFT - 40'X23'
UNIT 3 (1 BED/1BA)	744 SQFT - 23.33'X33'
UNIT 4 (1 BED/1BA)	835 SQFT - 41.66'X23'
UNIT 5 (1 BED/1BA/DEN)	862 SQFT - 38'X23'
UNIT 6 (2 BED/2BA)	939 SQFT - 44'X23'
UNIT 6X (2 BED/2BA)	1133 SQFT - 49.83'X23'
UNIT 6X+ (2 BED/2BA)	1053 SQFT - 44'X29'
UNIT 6X++ (2 BED/2BA/DEN)	1252 SQFT - 45'X36.33'
STAIRS/ELEVATORS	
COMMUNITY ROOM	
CORRIDOR	
MECHANICAL/STORAGE	
RESTAURANT SPACE	
BOUNDARY OF RETAIL PARCEL	



City Center
City of Redlands

Figure 3-3

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Conceptual Site Plan, Unit Floor 3



LEGEND:

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'
UNIT 1D (JR 1 BED/1BA/DEN)	657 SQFT - 35.66'X23'
UNIT 2 (1 BED/1BA)	585 SQFT - 26'X23'
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'
UNIT 2XD1 (1 BED/1BA/DEN)	774 SQFT - 40'X23'
UNIT 3 (1 BED/1BA)	744 SQFT - 23.33'X33'
UNIT 4 (1 BED/1BA)	835 SQFT - 41.66'X23'
UNIT 5 (1 BED/1BA/DEN)	862 SQFT - 38'X23'
UNIT 6 (2 BED/2BA)	939 SQFT - 44'X23'
UNIT 6X (2 BED/2BA)	1133 SQFT - 49.83'X23'
UNIT 6X+ (2 BED/2BA)	1053 SQFT - 44'X29'
UNIT 6X++ (2 BED/2BA/DEN)	1252 SQFT - 45'X36.33'
STAIRS/ELEVATORS	
COMMUNITY ROOM	
CORRIDOR	
MECHANICAL/STORAGE	
RESTAURANT SPACE	
BOUNDARY OF RETAIL PARCEL	



City Center
City of Redlands

Figure 3-4

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Conceptual Site Plan, Unit Floor 4



LEGEND:

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'
UNIT 1D (JR 1 BED/1BA/DEN)	657 SQFT - 35.66'X23'
UNIT 2 (1 BED/1BA)	585 SQFT - 26'X23'
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'
UNIT 2XD1 (1 BED/1BA/DEN)	774 SQFT - 40'X23'
UNIT 3 (1 BED/1BA)	744 SQFT - 23.33'X33'
UNIT 4 (1 BED/1BA)	835 SQFT - 41.66'X23'
UNIT 5 (1 BED/1BA/DEN)	862 SQFT - 38'X23'
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UNIT 6X+ (2 BED/2BA)	1053 SQFT - 44'X29'
UNIT 6X++ (2 BED/2BA/DEN)	1252 SQFT - 45'X36.33'
STAIRS/ELEVATORS	
COMMUNITY ROOM	
CORRIDOR	
MECHANICAL/STORAGE	
RESTAURANT SPACE	
BOUNDARY OF RETAIL PARCEL	

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Elevations


ELEVATION KEY
±45'-7" (FROM GRADE)
±54'-11" (FROM GRADE)
±55' (FROM GRADE)
±48'-10" (FROM GRADE)
±49'-8" (FROM GRADE)
±30'
RESTAURANT
FRONT ELEVATION
(FACING BROOKSIDE AVENUE)


ELEVATION KEY
±48'-10" (FROM GRADE)
±55' (FROM GRADE)
±54'-8" (FROM GRADE)
±55' (FROM GRADE)
±53' (FROM GRADE)
RIGHT ELEVATION 1
(FACING PARKING LOT/NORTH EUREKA STREET BEYOND)

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4 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT CRITERIA

4.1 Senate Bill 375

The State of California adopted SB 375, the Sustainable Communities and Climate Protection Act of 2008 to outline growth strategies and better integrate regional land use and transportation planning, which will help the State meet its GHG reduction mandates. SB 375 requires that the State's 18 metropolitan planning organizations incorporate a "sustainable communities strategy" with their respective regional transportation plans to achieve their respective region's GHG emissions reduction targets set by CARB. SCAG is the metropolitan planning organization that has jurisdiction over the Project site.

For the SCAG region, pursuant to SB 375, CARB set GHG emissions reduction targets that were updated in 2018 to a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.

On September 3, 2020, SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS): Connect SoCal. The 2020-2045 RTP/SCS outlines strategies that meet or exceed these targets set by CARB. On October 30, 2020, pursuant to California Government Code Section 65080(b)(2)(J)(ii) and via Executive Order G-20-239, CARB accepted SCAG's determination that its 2020-2045 RTP/SCS would, if implemented, achieve CARB's GHG reduction targets. In addition to the GHG reduction targets set by CARB, the 2020-2045 RTP/SCS includes strategies for accommodating projected population, housing, and employment growth in the region. As a Land Use Tool, the 2020-2045 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region where 2020-2045 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, transit priority areas (TPAs), High Quality Transit Areas (HQTAs), Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. These PGAs account for only 4 percent of region's total land area, but implementation of SCAG's growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2016 and 2045.

4.2 Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to transit priority projects (TPPs). A TPP is a project that meets the following four criteria (PRC Section 21155(a) and (b)):

1. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in SCAG's 2020-2045 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio of no less than 0.75;
3. Provides a minimum net density of at least 20 units per acre; and
4. Is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2020-2045 RTP/SCS.

4.2.1 Consistency with Criterion 1: Project uses designation, density, building intensity, and applicable policies specified for the Project Area in SCAG's 2020-2045 RTP/SCS.

Use Designation, Density, and Building Intensity

As discussed above, for the SCAG region, CARB has set GHG emission reduction targets to 19 percent below 2005 per capita emission levels by 2035. The 2020-2045 RTP/SCS outlines strategies that meet or exceed these targets set by CARB and balances Southern California's regional future mobility and housing needs with economic, environmental, and public health goals. On October 3, 2020, CARB accepted SCAG's quantification of GHG emission reductions from the 2020-2045 RTP/SCS and its determination that the 2020-2045 RTP/SCS would, if implemented, achieve the 2035 GHG emission reduction targets established by CARB.

For the reasons stated below, the Project is consistent with the land use designation, density, and building intensity of the 2020-2045 RTP/SCS.

Land Use Designation

The proposed Project would be consistent with the land use patterns promoted by the Connect SoCal Forecasted Regional Development Pattern. The Project site, which is within one-half mile from a planning major transit stop, is in an area that is considered by SCAG as a Priority Growth Area. The Project site is in an area that is considered a Priority Growth Area as it is in a 2045 HQTA, Neighborhood Mobility Area, and inside job centers. Furthermore, the Project would not be located in any absolutely constrained areas such as on agricultural land, open space, or on tribal lands.

The Project proposes to construct a new mixed-use development consisting of multi-family residential units and restaurant uses. The Project would also develop a ground floor parking garage located beneath the proposed residential building. The Project includes 131 multifamily dwelling units and 23,476 SF of amenity space consisting of a 9,770 SF roof deck, a 7,380 SF Pool Plaza, a 5,356 SF Spa Plaza, and a 527 SF Upper Lounge. The Project also proposes 10,550 SF of restaurant space on the corner of Eureka Street and Brookside Avenue.

Density/Building Intensity

The Project site is located within an urbanized area within the City of Redlands, in the Downtown Redlands area. The Project is an infill, mixed-use Project that proposes a residential density of approximately 45.6 dwelling units per acre. The 2020-2045 RTP/SCS identifies the HQTAs as appropriate for including high-density development, supporting pedestrian and bike infrastructure, reducing parking requirements, and retaining affordable housing near transit.

The Project site is located within a HQTA, as defined by SCAG, and a Transit Priority Area (TPA), as defined by SB 743, which supports transit opportunities and promotes a walkable environment. The Project site is well served by public transit, including the San Bernardino County Transit Authority's Arrow Line Downtown Station; and the Project's location along a mixed-use corridor and proposed onsite commercial and residential uses would encourage the use of transit, walking, and bicycling. Consistent with land within a HQTA, the Project would provide mixed-use development, including housing, on an infill, vacant site.

The proposed Project promotes pedestrian activity and bicycling activity by providing landscaping along the public right-of-way, outdoor open space, and walking paths. The proposed Project is similar to other developments within a HQTA in other jurisdictions.

Applicable Policies

The Project is consistent with applicable goals and policies presented within SCAG's 2020-2045 RTP/SCS, as shown by the consistency analysis presented in Table 4-1.

Table 4-1. Consistency Analysis with the 2020-2045 RTP/SCS Policies

Goals and Policies	Consistency Assessment
Connect SoCal Goals	
Goal 1: Encourage regional economic prosperity and global competitiveness.	**Not Applicable.** This Goal is directed at SCAG and the City of Redlands and does not apply to the proposed Project. This strategy calls on encouraging regional economic prosperity and global competitiveness. The proposed Project would not interfere with such policymaking.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The Project site is located in an urbanized are within the City of Redlands. The Project proposes to construct a new mixed-use development consisting of multi-family residential

	units and restaurant uses. The Project would also develop a ground floor parking garage located beneath the proposed residential building. The Project includes 131 multifamily dwelling units and 23,476 square feet (SF) of amenity space consisting of a 9,770 SF roof deck, a 7,380 SF pool plaza, a 5,356 SF spa plaza, and a 527 SF upper lounge. The Project also proposes 10,550 SF of restaurant space on the corner of Eureka Street and Brookside Avenue in a HQTA and TPA. The Project site is located less than one-quarter mile from the Arrow Line Rail Station in Downtown Redlands, which is currently under construction. The proposed Project would provide residents, employees, and visitors with convenient access to public transit and opportunities for biking and walking. The location of the Project encourages a variety of transportation options and access and is therefore consistent with this Goal.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent**. The Project would improve public safety infrastructure near the Project site by providing new lighting within the Project site and around the perimeter, including new building identification lighting, commercial accent lighting, wayfinding, balcony lighting, and security lighting. Pedestrian areas would include pathways and entryways into the Project would be well lit for security. Pedestrian access to the site would be distinct from vehicle driveways and the Project would not mix pedestrian and automobile traffic to ensure pedestrian safety. The Project would be subject to Site Plan review to ensure vehicle and pedestrian safety throughout the Project.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	**Not Applicable.** This strategy calls on SCAG to increase person and goods movement and travel choices across the transportation system. The proposed Project would not interfere with this goal.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The Project would result in criteria air pollutant and GHG emissions during construction and operation. However, emissions would not exceed the SCAQMD significance thresholds and would be consistent with the City's Climate Action Plan.
Goal 6: Support healthy and equitable communities.	**Consistent.** The Project would be consistent with this Goal by facilitating the use of alternative modes of transportation, which would aid in reducing car trips and positively impact air quality. The Project includes bicycle parking spaces and bicycle storage rooms for the

	residential and commercial uses within the Project. The project would encourage pedestrian travel by incorporating new residential and commercial uses onsite within a mixed-use development as well as locating the Project in an urban area surrounding by a diverse mix of land uses. Additionally, the Project would provide a mix of housing units in order to encourage equitable access to transit.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Not Applicable.** This goal is directed towards SCAG and does not apply to individual development projects. The proposed Project would be located in proximity to public transit opportunities.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable.** This Goal is directed towards SCAG and does not apply to the proposed Project. This strategy calls on SCAG to use new transportation technologies and data-driven solutions to increase efficiency. The proposed Project would not interfere with this goal.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** The proposed project would construct approximately 131 apartment units and condos which would include studios, one-bedrooms, and two-bedrooms. The proposed Project would be within one-quarter mile of the Downtown Redlands Arrow Line Station and within feet of multiple bus line stops.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The proposed Project site is currently vacant but was previously developed with public/institutional uses. As such, the Project site is fully disturbed. Therefore, the Project would not encroach on agricultural lands or protected habitats. As such, the Project would not interfere with this goal.
Connect SoCal Strategies	
Strategy 1: Focus growth near destinations and mobility options.	**Consistent.** The proposed Project site is located in a HQTA, a TPA, neighborhood mobility area, and near job centers, as defined by SCAG. The site is located less than 0.5-mile from the Arrow Line Station in Downtown Redlands, which is slated for completion by 2022. Additionally, there are multiple bus lines with stops adjacent to the proposed Project.
Strategy 2: Promote diverse housing choices.	**Consistent.** The proposed Project would develop 131 apartment units which would include studios, one-bedrooms, and two-bedrooms in order to provide a diverse amount of housing choices.
Strategy 3: Leverage technology innovations.	**Not Applicable.** This strategy is directed to SCAG and jurisdictions and does not apply to the

	proposed Project. This strategy aims to promote low emission technologies, improve access to services through technology, and identify ways to incorporate micro power grids into communities. The proposed Project would not interfere with this strategy.
Strategy 4: Support implementation of sustainability policies.	**Consistent.** The proposed Project would incorporate Green Building Measures, including water efficient landscaping, efficient lighting, low-flush toilets, and energy efficient appliances.
Strategy 5: Promote a Green Region.	**Consistent.** The proposed Project would include open space areas and walkways. Additionally, the development would emphasize sustainability features that promote more resource efficient development. The Project site is also located within 0.5-mile from the Arrow Line Station at Downtown Redlands.

4.2.2 Consistency with Criterion 2: Based on total building square footage, the Project contains at least 50 percent residential use, and if the Project contains between 26 and 50 percent nonresidential uses, a floor area of not less than 0.75.

Criterion 2A: Project contains at least 50 percent residential use

Based on the total building square footage, the Project contains at least 50 percent residential use. Table 4-2 shows the proposed land uses, dwelling units, total square feet, and percentage of use for the site. The Project would include 134,616 SF of residential use (including residential amenities) and 10,550 SF of restaurant space.

Table 4-2. Proposed Land Use

Land Use	Units/Square Feet	Percentage of Use
Residential & Residential Amenity	131 units, 134,616 SF	92.7%
Commercial/Restaurant	10,550 SF	7.3%
Total Floor Area	**145,166 SF**	**100%**

As shown on Table 4-2, overall, the Project includes a total floor area of approximately 134,616 square feet with approximately 92.7 percent dedicated to residential uses. Residential uses would include approximately 110,648 SF of unit floor area and up to 131 dwelling units, including studios, one-bedrooms, and two-bedrooms.

New commercial space with restaurant uses would be approximately 7.3 percent of uses, as 10,550 SF of commercial uses would be developed.

Criterion 2B: Project would have a density of at least 20 units per acre.

The Project includes a minimum net density of at least 20 units per acre. The Project site consists of 17 parcels that combine for a total of approximately 3.03-acres. Therefore, the Project would provide up to 131 residential units for a density of approximately 45.6 du/acre. Accordingly, the Project would exceed the required net density of at least 20 dwelling units per acre. Therefore, the Project would be consistent with Criterion 2B.

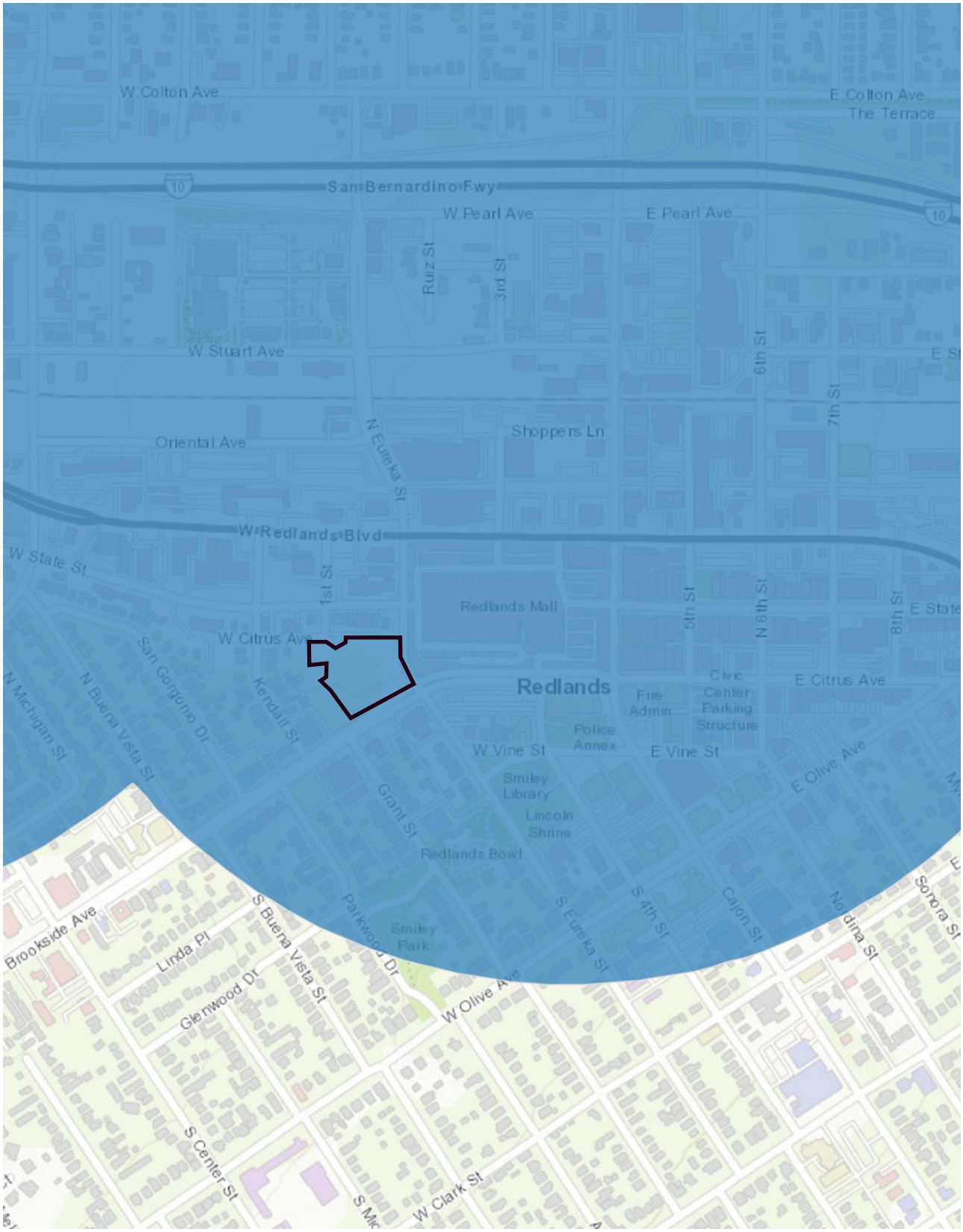
Criterion 2C: The Project is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2020-2045 RTP/SCS.

The Project site is located within one-half mile of either a major transit stop that contains an existing rail station, a ferry terminal served by transit, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak commute periods; or a high-quality transit corridor that has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, as shown on Figure 4-1, *Transit Priority Areas*.

A major transit stop is defined 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 frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods" and is included in the applicable regional transportation plan (PRC Sections 21064.3 and 21155(b)). A high-quality transit corridor is a "corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours" (PRC Section 21155(b)).

The Project site is 0.26-mile south of the Arrow Line Station in Downtown Redlands. The Arrow Line provides a connection to the University of Redlands, ESRI campus, and San Bernardino. While the Arrow Line is still under construction, station would be complete prior to buildout of the proposed Project. As such, the Project is located within 0.5-mile of a major transit stop and would be consistent with Criterion 2C.

Transit Priority Areas



Project Site

Transit Priority Areas

City Center
City of Redlands

Figure 4-1

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5 INCORPORATION OF 2020-2045 RTP/SCS PROGRAM EIR MITIGATION MEASURES

5.1 Incorporation of Feasible Mitigation Measures, Performance Standards, and Criteria from Prior Applicable EIRs

Public Resources Code (PRC) Sections 21155.2 and 21159.28(a) require that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, which for the Project would include the 2020-2045 RTP/SCS Program Environmental Impact Report for Southern California Association of Governments, which was certified May 7, 2020 (RTP/SCS PEIR). It is the intent of SCAG that lead agencies and others use the information contained within the PEIR in order to "tier" subsequent environmental documentation of projects in the region.

The Mitigation Monitoring and Reporting Program for the RTP/SCS PEIR (SCAG MMRP) does not include project level mitigation measures that are required to be incorporated into the Project. However, the SCAG MMRP does provide a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has concluded that a project has the potential to result in significant effects. The City of Redlands has complied with PRC Section 21155.2 and 21159.28.

The RTP/SCS PEIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed RTP/SCS. The RTP/SCS PEIR includes mitigation measures designed to help avoid or minimize significant environmental impacts. The RTP/SCS PEIR serves as a first-tier document for later CEQA review of individual projects included in the program.

The City has reviewed all mitigation measures contained in the RTP/SCS PEIR (and determined their applicability) to the Project. For each such mitigation measure, the City considered whether to use the RTP/SCS PEIR mitigation measure or an equally effective City mitigation measure or federal, State, regional, or City regulation. The City's applicability determination is found in Table 5-1, Project Consistency with 2020-2045 RTP/SCS Mitigation Measures. As indicated in Table 5-1, the City has incorporated an equally or more effective Project-specific mitigation measure or federal, State, regional, or City regulation, or has for other reasons determined that incorporation of the SCAG 2020 RTP/SCS MMRP mitigations measures is not required.

Table 5-1. Project Consistency with 2020-2045 RTP/SCS PEIR Mitigation Measures

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
Aesthetics		
Impact AES-1: Potential for the Project to have a substantial adverse effect on a scenic vista. **Impact AES-2:** Potential to substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	**PMM AES-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. e) Retain or replace trees bordering highways, so that clear-cutting is not evident. f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity; h) Use see-through safety barrier designs (e.g., railings rather than walls)	No mitigation is required. PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site or within a transit priority area shall not be considered significant impacts on the environment." As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Further provisions of SB 743 provide that this legislation "does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies" (PRC Section 21099(d)(2)(A)), and that "aesthetic impacts do not include impacts on historical or cultural resources" (Section 21099(d)(2)(B)).
Impact AES-3: Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the Project conflict with applicable zoning and	**PMM AES-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds,	No mitigation is required. PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site or within a transit priority area shall not be considered significant impacts on the environment." As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
other regulations governing scenic quality.	and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. d) Design projects consistent with design guidelines of applicable general plans. e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: • use transparent panels to preserve views where sound walls would block views from residences; • use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; • construct sound walls of materials whose color and texture complements the surrounding landscape and development; g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.	Further provisions of SB 743 provide that this legislation "does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies" (PRC Section 21099(d)(2)(A)), and that "aesthetic impacts do not include impacts on historical or cultural resources" (Section 21099(d)(2)(B)).
Impact AES-4: Create a new source of substantial light or glare which would adversely effect day or nighttime views in the area.	**PMM AES-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.	No mitigation is required. PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site or within a transit priority area shall not be considered significant impacts on the environment." As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. c) Use high-pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	The proposed Project would be subject to City of Redlands General Plan Action 2-A.35 that requires shielding of light to minimize lighting of adjacent off-site areas and generation of glare.
Agricultural Resources		
Impact AG-1: Potential for the Project to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.	**PMM AG-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries. d) Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.	No mitigation is required. The Project site is currently fully disturbed, and was previously developed with public institutional uses, and is located in an urbanized setting. There is no farmland or agricultural activity on the Project site or in the vicinity of the Project.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.	
Impact AG-2: Potential for the Project to conflict with existing zoning for agricultural use, or a Williamson Act Contract.	**PMM AG-2:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.	No mitigation is required. The Project site is not currently zoned for agricultural production, the site was previously developed with public/institutional uses and is currently vacant, there is no farmland onsite, and there are no Williamson Act Contracts in effect for the Project site.
Impact AG-3: Potential for the Project to 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)). **Impact AG-4:** Potential for the Project to result in the loss of forest land or conversion of forest land to non-forest use.	**PMM AG-3:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources	No mitigation is required. The Project site is currently vacant but was previously fully developed with urban uses, not forest use. Therefore, no forest land will be lost or converted to non-forest uses.
Impact AG-5: Potential for the Project to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to	See **PMM AG-2** and **PMM GHG-2.** **PMM AG-4:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent	No mitigation is required. The Project site is vacant but was previously fully developed with urban uses and is not used for any agricultural uses or forest land. Additionally, the Project site is in an urbanized area and there are no agricultural or forest uses within the Project vicinity. Therefore, no agricultural

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non-agricultural use or conversion of forest land to non-forest use.	practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted. **PMM AG-5:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.	or forest land will be converted with implementation of the Project.
Air Quality		
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan.	No mitigation is required.	No mitigation is required.
Impact AQ-2: Potential to violate any air quality standard or	**PMM-AQ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can	The Project's impacts with respect to air quality standards are less than significant. Pursuant to CEQA Guidelines Section

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contribute substantially to an existing or projected air quality violation. **Impact AQ-3:** 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. **Impact AQ-4:** Expose sensitive receptors to substantial pollutant concentrations.	and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18- Dust Palliative shall be incorporated into project specifications. j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. Daily logging of the operating hours of the equipment should also be required. k) Ensure that all construction equipment is properly tuned and maintained. l) Minimize idling time to 5 minutes or beyond regulatory requirements —saves fuel and reduces emissions. m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.	15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM AQ-1 and environmental impacts from the proposed Project. However, the Project would nevertheless substantially conform to this mitigation measure as set forth in the 2020-2045 RTP/SCS, as it consists of existing regulatory compliance measures set by CARB and the South Coast Air Quality Management District (SCAQMD). • CARB Anti-Idling Air Toxics Control Measure: This measure, codified in Title 13 California Code of Regulations (CCR) Section 2485, applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time, with certain exception for vehicles where idling is a necessary performance activity such as for concrete trucks. • SCAQMD Rule 401 – Visible Emissions: This rule states that 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 one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view. • SCAQMD Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. • SCAQMD Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM10 emissions to less than 50 micrograms per

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	o) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site. q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible. r. Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available .low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. s. Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects. t. Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships	cubic meter (µg/m3) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Dust control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. • SCAQMD Rule 1113 – Architectural Coatings: This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories. • SCAQMD Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also SCAQMD Rule 403). • The Project will comply with South Coast Air Quality Management District Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, which sets requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. • The Project will install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138. • In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines will meet specified fuel and fuel additive requirements and emission standards.

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	(EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs. u. Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). v. As applicable for airport projects, the following measures should be considered: – Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. – Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. – Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum. w. As applicable for port projects, the following measures should be considered: – Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). – Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. – Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. – Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. – Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. – Encourage the participation in the Green Ship Incentives. – Offer incentives to encourage the use of on-dock rail.	• Nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review. With implementation of CARB and SCAQMD rules, the Project would minimize construction emissions and would therefore be substantially in conformance with SCAG PMM AIR-1.

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	x. As applicable for rail projects, the following measures should be considered: – Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. y. Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit. z. Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. – Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. – Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. – Disclose the potential increase in energy costs for running the HVAC system to prospective residents. – Provide information to residents on where MERV filters can be purchased. – Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. – Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time. – Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. – Set criteria for assessing progress in installing and replacing the enhanced filtration units; and – Develop a process for evaluating the effectiveness of the enhanced filtration units.	

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	aa. Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. bb. The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible: – Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. – Nonroad diesel engines on site shall be Tier 2 or higher. – Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp. – Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer. – Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less. – The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification	

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	number/level, and installation date and hour-meter reading on installation date. – The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. – The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes: i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: 1. Source of supply 2. Quantity of fuel 3. Quantity of fuel, including sulfur content (percent by weight) cc. Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency: – Install programmable thermostat timers – Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24). – Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.) – Install higher efficacy public street and area lighting – Limit outdoor lighting requirements – Replace traffic lights with LED traffic lights – Establish onsite renewable or carbon neutral energy systems – generic, solar power and wind power	

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	− Utilize a combined heat and power system − Establish methane recovery in Landfills and Wastewater Treatment Plants. − Locate project near bike path/bike lane − Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers. − Provide traffic calming measures, such as: i. Marked crosswalks ii. Count-down signal timers iii. Curb extensions iv. Speed tables v. Raised crosswalks vi. Raised intersections vii. Median islands viii. Tight corner radii ix. Roundabouts or mini-circles x. On-street parking xi. Chicanes/chokers − Create urban non-motorized zones − Provide bike parking in non-residential and multi-unit residential projects − Dedicate land for bike trails − Limit parking supply through: i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking	

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	− Require residential area parking permit. − Provide ride-sharing programs i. Designate a certain percentage of parking spacing for ride sharing vehicles ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles iii. Providing a web site or messaging board for coordinating rides iv. Permanent transportation management association membership and finding requirement.	
Impact AQ-5: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	No mitigation is required.	No mitigation is required.
Biological Resources		
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modification, 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 Game or US Fish and Wildlife Service.	**PMM BIO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts iii. Use of in-kind mitigation bank credits	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM BIO-1 and environmental impacts from the proposed Project. No mitigation is required as Project impacts would be less than significant. The site does not contain any candidate, sensitive, or special status species or any native habitat. However, the Project would be substantially in conformance with this mitigation measure for the following reasons: The Project site is an infill site located in an urban area that is fully disturbed and was previously fully developed. The Project site does not contain any critical habitat or support any species identified or designated 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 (CDFW) or U.S. Fish and Wildlife Service. This mitigation measure is not incorporated because the City has determined that the existing regulatory compliance measures listed below would apply to the Project and ensure potential impacts are less than significant. Applicable regulations:

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	iv. Funding of research and recovery efforts
	v. Habitat restoration
	vi. Establishment of conservation easements
	vii. Permanent dedication of in-kind habitat
	c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.
	d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or non-native habitat wherever feasible, so as to avoid or minimize impacts to these species
	e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.
	f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.
	g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.
	h) Appoint a qualified biologist to monitor implementation of mitigation measures.
	i) Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.
	j) Develop an invasive species control plan associated with project construction
	k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife
	l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.
	m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction
		• Federal Endangered Species Act
		• Migratory Bird Treaty Act
		• California Endangered Species Act
		• California Native Plant Protection Act
		• California Desert Native Plants Act
		• Lists from the CDFW:
		  ○ Species of Special Concern
		  ○ Fully Protected Animals Lists
		  ○ Special Vascular Plants, Bryophytes and Lichens List
		  ○ California Sensitive Natural Communities
		  ○ Inventory of Rare and Endangered Plants by the California Native Plant Society

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	surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel. n. Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings. o. Project sponsors shall consider the impacts of nitrogen deposition on sensitive species.	
Impact BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.	**PMM BIO-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA. b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code. d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds. e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season. f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM BIO-2 and environmental impacts from the proposed Project. No mitigation measures are required. The Project is located in a developed, urban area. The Project site was formerly developed with public/institutional uses and is currently fully disturbed and vacant. This mitigation measure is not incorporated because the Project site does not contain any wetlands, riparian habitats, sensitive natural community or critical habitat, or support any species identified or designated as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or the U.S. Fish and Wildlife Service. No impacts related to this issue would occur.

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	Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors. h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required. i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures. k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan. n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist. p) Revegetate with appropriate native vegetation following the completion of construction activities. as identified by the qualified wetland biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).	

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	r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.	
Impact BIO-3: 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.	**PMM BIO-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands. Such measures may include the following or other comparable measures identified by the Lead Agency. a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible. b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation: • Permittee-responsible mitigation • Contribution of in-kind in-lieu fees	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM BIO-3 and environmental impacts from the proposed Project. No mitigation measures are required. The Project site is vacant but fully disturbed and is not located on federally or state protected wetlands or water features.

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	• Use of in-kind mitigation bank credits • Where avoidance is determined to be infeasible and d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities: • Avoidance • Impact Minimization • On-site alternatives • Off-site alternatives e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.	
Impact BIO-4: 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.	See **PMM BIO-1** through **PMM BIO-3.** **PMM BIO-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting furbearing mammals, during the breeding season. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.	Sections PMM BIO-4 d through f are applicable to the proposed Project and would be incorporated through Project specific MM BIO-1. The Project site is vacant, but fully disturbed and is in an urbanized area in the City of Redlands. No wildlife corridors or native wildlife nursery sites are present on the Project site or in the surrounding area. Further, due to the urbanized nature of the Project area, the potential for native resident or migratory wildlife species movement through the site is extremely limited. Nonetheless, offsite areas along Brookside Avenue contain multiple ornamental trees that could support raptor and/or songbird nests. Migratory nongame native bird species are protected under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). California Fish and Wildlife Code Sections 3503, 3503.5, and 3513 prohibit take of all birds and their active nests (as listed under the Federal MBTA). The removal of vegetation with nesting birds during the breeding season is considered a potentially significant impact. The Applicant will be required to ensure compliance with all applicable laws and regulations to ensure that no significant impacts to nesting birds would occur due to the removal of the

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	e) Prohibit construction activities with 250 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors. h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor. j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities. n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation	existing trees located on the Project site. As included in Project-specific MM BIO-1, construction plans and Project specifications shall state that if construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project are and adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist. Therefore, with adherence to existing regulations and incorporation of Project-specific MM BIO-1, impacts would be less than significant.

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	measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable: • Wildlife movement buffer zones • Corridor realignment • Appropriately spaced breaks in center barriers • Stream rerouting • Culverts • Creation of artificial movement corridors such as freeway under- or overpasses • Other comparable measures p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions. q. Incorporate applicable and appropriate guidance (e.g. FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants. r. Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats. s. Reduce lighting impacts on sensitive species through implementation of mitigation measures such as, but not limited to: – Use high pressure sodium and/or cut-off fixtures instead of typical mercury vapor fixtures for outdoor lighting. – Design exterior lighting to confine illumination to the project site – Provide structural and/or vegetative screening from light-sensitive uses. – Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. – Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. t. Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to:	

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	− Install temporary noise barriers during construction. − Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. − Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. − Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. − Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where repavement is planned − Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. − Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. u. Require large buffers between sensitive uses and freeways. v. Create corridor redundancy to help retain functional connectivity and resilience.	
Impact BIO-5: Conflict with any local policies or ordinances protecting biological resources,	See **PMM BIO-1** through **PMM BIO-4.** **PMM BIO-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM BIO-1 through PMM BIO-5 and environmental impacts from the proposed Project. Mitigation is not required because Project

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such as a tree preservation policy or ordinance.	ordinances protecting biological resources. Such measures may include the following or other comparable measures identified by the Lead Agency. a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree. f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.	impacts would be less than significant with the implementation of regulatory compliance measures. Nevertheless, the Project would be in substantial conformance with these mitigation measures for the reasons stated below. Chapter 12.52 of the City of Redlands's Municipal Code regulates trees and tree protection along streets and in public places. As part of the Project, existing trees around the perimeter of the Project site would be removed and replaced with a variety of trees and ornamental landscaping. Any trees removed from the Project site, would be subject to applicable regulatory compliance measures. Any tree removals within the public right-of-way would require permit approval from the City's Public Works Director. With adherence to Municipal Code Chapter 12.52, impacts would be less than significant.

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	g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist. h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include: • Avoidance strategies • Contribution of in-lieu fees • Planting of replacement trees • Re-landscaping areas with native vegetation post-construction • Other comparable measures developed in consultation with local agency and certified arborist.	
Impact BIO-6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	See **PMM BIO-1** through **PMM BIO-5.** **PMM BIO-6:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM BIO-1 through PMM BIO-6 and environmental impacts from the proposed Project. No mitigation measures are required. The Project site is not located in or subject to provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

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	Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable.	
Cultural Resources		
Impact CULT-1: Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.	**PMM CULT-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified. b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: • Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.	PMM CULT-1 measures j through l are applicable to the proposed Project and are included as Mitigation Measure CUL-1. The records search conducted for the Project site indicated that there are no known cultural resources within the Project site (AA 2018). There are no known historical resources located onsite. The Phase I ESAs prepared for the Project site include aerial photographs that detail that the site was used for commercial uses and public/institutional uses since 1925. The Preliminary Geotechnical Investigation conducted for the Project site describes that onsite testing identified artificial fill soils of seven feet in depth across the site. Project construction would include overexcavation to a depth of at least 11 feet below ground surface (bgs) as part of development of the proposed building foundations. Project grading has the potential to encroach into native soils that have not been previously disturbed and could contain archaeological resources. As such, Mitigation Measure CUL-1 requires retention of an archaeologist that would observe ground disturbing activities and recover archaeological resources as necessary. In addition, the archaeologist would be present at the pre-grading conference to establish procedures for archeological resource surveillance. Mitigation CUL-1would also halt work within 50 feet of a find until it can be evaluated by the qualified on-call archaeologist. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and shall be discussed in consultation with the appropriate regulatory agency(ies). With implementation of Mitigation Measure CUL-1, impacts related to archaeological resources would be less than significant.

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	• Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval. e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency. f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified. g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information. h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the records indicate that no previous survey has been conducted, the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.	

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	i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Archaeological materials collected from a significant resource should be curated with a recognized scientific or educational repository j) If a record search or archaeological assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, retain an archaeological monitor to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated. l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant. If the archaeologist determines that the discovery is significant, it should be curated with a recognized scientific or educational repository.	
Impact CULT-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	See **PMM CULT-1.**	

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Impact CULT-3: Disturb human remains, including those interred outside of dedicated cemeteries.	**PMM CULT-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains. Such measures may include the following or other comparable measures identified by the Lead Agency: a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. b) If any discovered remains are of Native American origin: • Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains • If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.	The Project substantially complies with this mitigation measure. If human remains are encountered during construction, State Health and Safety Code Section 7050.5, included as PPP CUL-1, states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to PRC Section 5097.98. If the county coroner concludes that the remains are of Native American descent, the Native American Heritage Commission must be notified within 24 hours, and NAHC guidelines would be adhered to in the treatment and handling of the remains. With regulatory compliance, included as PPP CUL-1, any potential significant impacts of the Project related to this threshold would be less than significant.
Energy		
Impact ENR-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	No mitigation is required.	No mitigation is required.
Impact ENR-2: Conflict with or obstruct a state or local plan for	No mitigation is required.	No mitigation is required.

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renewable energy or energy efficiency.		
Geology and Soils		
Impact GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides.	No mitigation is required.	No mitigation is required.
Impact GEO-2: Result in substantial soil erosion or the loss of topsoil	**PMM-GEO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM GEO-1 and environmental impacts from the proposed Project. The Project would result in less than significant impacts as a result of compliance with regulatory requirements, but nonetheless substantially conforms with this mitigation measure. The Project would require approval of a SWPPP to minimize soils erosion from stormwater during construction. Additionally, the Project would require a Water Quality Management Plan in order to reduce soil erosion from stormwater during Project operation. With implementation of the SWPPP and Water Quality Management Plan, impacts related to soil erosion or loss of topsoil would be less than significant.

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	of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	
Impact 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.	No mitigation is required.	No mitigation is required.
Impact GEO-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	No mitigation is required.	No mitigation is required.
Impact 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.	No mitigation is required.	No mitigation is required.
Impact GEO-6: Directly or indirectly destroy a unique	**PMM-GEO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects	The Project substantially conforms to PMM-GEO 1 measures 1 through h. Project excavation has the potential to impact paleontologically sensitive older Quaternary sediments. As

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paleontological resource or site or unique geologic feature.	related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. b) Obtain review by a qualified paleontologist (e.g., who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface. c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources. d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible: 1) All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2) A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.	such, the Project will incorporate Project-specific Mitigation Measure PAL-1, which requires preparation of a Paleontological Resource Mitigation Program (PRMP) and paleontological monitoring for ground disturbing activities occurring past five feet in depth within native soil, as determined by the Project paleontologist. With implementation of MM PAL-1, impacts related to this threshold would be less than significant.

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	3) Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 4) Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas. e) Avoid routes and project designs that would permanently alter unique geological features. f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education. g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.	
Greenhouse Gases		
Impact GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	**PMM-GHG-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM GHG-1 and environmental impacts from the proposed Project. The Project would result in less than significant impacts as a result of compliance with regulatory requirements, but nonetheless substantially conforms with this mitigation measure. The Project would incorporate energy efficiency measures of Title 24 of the California Building Code. Additionally, the

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	i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment. v. Use high-efficiency lighting and cooking devices. vi. Incorporate passive solar design. vii. Use high-reflectivity building materials and multiple glazing. viii. Prohibit gas-powered landscape maintenance equipment. ix. Install electric vehicle charging stations. x. Reduce wood burning stoves or fireplaces. xi. Provide bike lanes accessibility and parking at residential developments. b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: i. Use energy and fuel-efficient vehicles and equipment; ii. Deployment of zero- and/or near zero emission technologies; iii. Use lighting systems that are energy efficient, such as LED technology; iv. Use the minimum feasible amount of GHG-emitting construction materials;	Project would provide mixed-use buildings within 0.5-mile from the Arrow Line and provide sidewalks to promote walkability and bike storage to promote biking, which would reduce VMT and greenhouse gas emissions.

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	v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii. Incorporate design measures to reduce water consumption; ix. Use lighter-colored pavement where feasible; x. Recycle construction debris to maximum extent feasible; xi. Plant shade trees in or near construction projects where feasible; and xii. Solicit bids that include concepts listed above. e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following: i. Promote transit-active transportation coordinated strategies; ii. Increase bicycle carrying capacity on transit and rail vehicles; iii. Improve or increase access to transit; iv. Increase access to common goods and services, such as groceries, schools, and day care; v. Incorporate affordable housing into the project; vi. Incorporate the neighborhood electric vehicle network; vii. Orient the project toward transit, bicycle and pedestrian facilities; viii. Improve pedestrian or bicycle networks, or transit service; ix. Provide traffic calming measures; x. Provide bicycle parking; xi. Limit or eliminate park supply through: i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements	

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	iii. Provision of shared parking. xii. Unbundle parking costs; xiii. Provide parking cash-out programs; xiv. Implement or provide access to commute reduction program; f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv. Provide incentives or subsidies that increase that use of modes other than single occupancy vehicle; v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi. Provide employee transportation coordinators at employment sites; vii. Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit;	

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	iii. Retaining on-site mature trees and vegetation, and planting new canopy trees; iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. k. Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible. l. Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. m. Encourage telecommuting and alternative work schedules, such as: i. Staggered starting times ii. Flexible schedules iii. Compressed work weeks n. Implement commute trip reduction marketing, such as: i. New employee orientation of trip reduction and alternative mode options ii. Event promotions iii. Publications o. Implement preferential parking permit program p. Implement school pool and bus programs q. Price workplace parking, such as: i. Explicitly charging for parking for its employees; ii. Implementing above market rate pricing;	

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	iii. Validating parking only for invited guests; iv. Not providing employee parking and transportation allowances; and v. Educating employees about available alternatives.	
Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	See **PMM GHG-1.**	
Hazards and Hazardous Materials		
Impact HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	**PMM HAZ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate. c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM HAZ-1 and environmental impacts from the proposed Project. The Project would result in less than significant impacts as a result of compliance with regulatory requirements, but nonetheless substantially conforms with this mitigation measure. Like the majority of construction projects, construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings, cleaning materials, fuels and oils. However, all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, construction work would be performed in compliance with applicable federal Occupational Safety and Health Administration (OSHA) Safety and Health Standards and CalOSHA requirements to ensure the safety of construction workers. As discussed in the Phase I Environmental Site Assessment, included as Appendix F1, conducted for 212 Brookside Avenue, two recognized environmental conditions (RECs) were identified. Based on a review of records at the City of Redlands Department of Building and Safety, an underground diesel fuel storage tank (UST) was removed from the site in 1996. The UST was replaced with an aboveground diesel fuel storage tank. No soil sampling report was found for the removal of this UST. Additionally, during site reconnaissance, significant quantities of used bullet shells and bullet fragments were found inside the now-demolished shooting range room.

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	• The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. • The location of such hazardous materials. • An emergency response plan including employee training information. • A plan that describes the way these materials are handled, transported and disposed. d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction. e) Avoid overtopping construction equipment fuel gas tanks. f) Properly contain and remove grease and oils during routine maintenance of construction equipment. g) Properly dispose of discarded containers of fuels and other chemicals. h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible. i) Identify and implement more stringent tank car safety standards. j) Improve rail transportation route analysis, and modification of routes based on that analysis. k) Use the best available inspection equipment and protocols and implement positive train control. l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size. m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident. o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.	The Phase I Environmental Site Assessment concluded that there is a potential for lead from bullets accumulating in soil within the shooting range. As such, a Phase II Environmental Site Assessment was conducted with soils testing. Soils testing results indicated low concentrations of petroleum hydrocarbons in soils in two samples and low concentrations of lead. However, these concentrations were below the Department of Toxic Substances (DTSC) residential and commercial limits. As such, the Phase II Environmental Site Assessment concluded that no additional testing was needed. Therefore, impacts related to the former UST and shooting range would be less than significant. Operation of the Project's residential and commercial uses would involve the use and storage of small quantities of potentially hazardous materials in the form of typical cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. Therefore, with compliance with applicable regulations, the Project's potential impacts would be less than significant.

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	p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. q) Undertake annual emergency responses scenario/field-based training including Emergency Operations Center Training activations with local emergency response agencies.	
Impact HAZ-2: 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.	See **PMM HAZ-1.** **PMM HAZ-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; b) More stringent tank car safety standards; c) Improved rail transportation route analysis, and modification of routes based on that analysis; d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control; e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments; g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident; h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM HAZ-1 and PMM HAZ-2 and environmental impacts from the proposed Project. The Project would result in less than significant impacts as a result of compliance with regulatory requirements, but nonetheless substantially conforms with this mitigation measure. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typical of construction projects. However, all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, all construction work would be performed consistent with applicable federal Occupational Safety and Health Administration (OSHA) Safety and Health Standards and CalOSHA requirements to ensure the safety and well-being of construction workers. As discussed in the Phase I Environmental Site Assessment conducted for 212 Brookside Avenue, two recognized environmental conditions (RECs) were identified. Based on a review of records at the City of Redlands Department of Building and Safety, an underground diesel fuel storage tank (UST) was removed from the site in 1996. The UST was replaced with an aboveground diesel fuel storage tank. No soil sampling report was found for the removal of this UST. Additionally, during site reconnaissance, significant quantities of used bullet shells and bullet fragments were found inside the now-demolished shooting range room. The Phase I Environmental Site Assessment concluded that there is a potential for lead from bullets accumulating in soil within the shooting range. As such, a Phase II Environmental Site Assessment was conducted with soils testing. Soils testing results indicated low concentrations of petroleum hydrocarbons in

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		soils in two samples and low concentrations of lead. However, these concentrations were below the Department of Toxic Substances (DTSC) residential and commercial limits. As such, the Phase II Environmental Site Assessment concluded that no additional testing was needed. Therefore, impacts related to the former UST and shooting range would be less than significant. The City has determined that, with compliance with applicable regulations, the Project's potential impacts would be less than significant.
Impact 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	See **PMM HAZ-1** and **PMM HAZ-2.** **PMM HAZ-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM HAZ-1, PMM HAZ-2, and PMM HAZ-3 and environmental impacts from the proposed Project. The Project would result in less than significant impacts as a result of compliance with regulatory requirements, but nonetheless substantially conforms with this mitigation measure. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction. The types of potentially hazardous substances and materials that would be used in association with the operation of the Project would include those typical of residential and commercial developments, such as small quantities of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. However, all such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. With compliance to applicable laws, regulations, and manufacturers' instructions, construction of the Project would not create a significant risk of exposure to hazardous materials for schools.
Impact HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled	**PMM HAZ-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM HAZ-4 and environmental impacts from the proposed Project. The Project

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pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g.,	would result in less than significant impacts as a result of compliance with regulatory requirements, but nonetheless substantially conforms with this mitigation measure. According to the DTSC EnviroStor database, the Project site is not located on a federal Superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site (DTSC 2022). Additionally, according to the State Water Resources Control Board's Geotracker database, the Project site is not located on a Leaking UST Cleanup Site, Cleanup Program Site, Military Cleanup Site, Military Privitized Site, or Military UST site (SWRCB 2022). Therefore, the proposed Project would result in less than significant impacts related to a known hazardous materials site pursuant to Government Code Section 65965.5 and would not create a significant hazard to the public or the environment.

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	identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority. i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies. j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations.	

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	n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law. o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	
Impact 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	See **PMM NOISE-1.**	No mitigation is required. There are no private or public airstrips within the vicinity of the Project area. The closest airport is the Redlands Municipal Airport, at 1755 Sessums Drive, Redlands, CA, which is approximately 2.6 miles from the Project site. As such, the Project is not within the airport's land use plan, noise contours, or influence area, and the Project would not result in an airport-related safety hazard for people residing or working in the Project area.
Impact HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	**PMM HAZ-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.	Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation including proper emergency exits for visitors, employees, and residents. Project site access and circulation plans would be subject to review and approval by the Redlands Fire Department (RFD). Furthermore, the Project would comply with City of Redlands General Plan Policy 5-A.15, which requires two means of ingress/egress into new residential communities. In addition, the City of Redlands has completed this Hazard Mitigation Plan in accordance with 44 Code of Federal Regulations (44 CFR Parts 201 and 206). The

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	b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.	Project would not interfere with the City's Hazard Mitigation Plan.
Impact HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	See Wildfire, Impact WF-2.	No mitigation measures are required. The Project site is located in a fully urbanized area and is not within a High Fire Hazard Severity Zone and is not near a wildland fire hazard.
Hydrology and Water Quality		
Impact HYD-1: Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality	**PMM HYD-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms with this mitigation measure because the Project is subject to regulatory compliance measures such as NPDES and SWPPP regulations that are capable of avoiding or reducing the potential impacts on water quality. The Project would comply with waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Board and other regulatory agency requirements including, but not limited to, the NPDES permitting requirements.

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	h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff. k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.	
Impact HYD-2: Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	**PMM HYD-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that	The Project's impacts would be less than significant, and no mitigation is required. Nevertheless, Project substantially conforms with this mitigation measure because the Project site is located in an urbanized area that does not contain any significant groundwater recharge areas. As discussed in the Preliminary Water Quality Management Plan, included as Appendix H, the Project would maximize permeable surfaces in order to promote groundwater recharge.

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	prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. b) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation. c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. d) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	
Impact HYD-3a: 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 substantial erosion or siltation on- or off-site.	See **PMM HYD-1.**	The Project's impacts would be less than significant with the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure, because the Project is required to comply with regulatory requirements including NPDES and City requirements, including those requiring the preparation of a Project-specific SWPPP and WQMP. The proposed stormwater BMPs would include multiple planter boxes for stormwater infiltration and an infiltration chamber under parking areas.
Impact HYD-3b: 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 flooding on- or off-site.	See **PMM HYD-1** and **PMM HYD-2.**	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure, because the Project is required to comply with regulatory requirements including NPDES and City requirements, including those requiring the preparation of a Project-specific SWPPP and WQMP. The proposed stormwater BMPs would include multiple planter boxes for stormwater infiltration and infiltration chambers under parking areas.
Impact HYD-3c: 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	See **PMM HYD-1** and **PMM HYD-2.**	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure, because the Project is required to comply with regulatory requirements including NPDES and City requirements, including those requiring the preparation of a Project-specific SWPPP and WQMP. The proposed

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contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.		stormwater BMPs would include multiple planter boxes for stormwater infiltration and infiltration chambers under parking areas.
Impact HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	**PMM-HYD-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.	According to FEMA flood insurance rate maps, a portion the Project site is located within flood Zone AO, which would have an approximate flood depth of 1 foot. However, the Project is required to comply with City Municipal Code Chapter 15.32, which includes regulations for development within flood hazard areas. Regulations include requiring any new occupiable finished floor to be 2 feet above the 100-year flood elevation. With adherence to Municipal Code Chapter 15.32, the Project would not risk release of pollutants due to inundation in a flood hazard zone. Additionally, the Project site is not located in a seiche or tsunami flood hazard area.
Impact HYD-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	See **PMM HYD-2.**	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure, because the Project is required to comply with regulatory requirements including NPDES and City requirements, including those requiring the preparation of a Project-specific SWPPP and WQMP. The proposed stormwater BMPs would include multiple planter boxes for stormwater infiltration and an infiltration chamber under parking areas. The Project would not interfere with a groundwater management plan as it would increase the pervious surfaces onsite and would not reduce groundwater levels.
Land Use		
Impact LU-1: Potential for the Project to physically divide an established community	**PMM LU-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may	No mitigation is required. The Project site is currently vacant and undeveloped. The Project vicinity is highly urbanized and generally built out. The local vicinity is characterized by a blend of commercial, residential, and office uses. The Project would provide a new mixed-use development that would

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	include the following or other comparable measures identified by the Lead Agency: a) Facilitate good design for land use projects that build upon and improve existing circulation patterns b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: • Selecting alignments within or adjacent to existing public rights of way. • Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. • Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: • Alignment shifts to minimize the area affected. • Reduction of the proposed right-of-way take to minimize the overall area of impact. • Provisions for bicycle, pedestrian, and vehicle access across improved roadways.	include residential uses and restaurant uses. As such, the Project would be an infill project providing uses consistent with the mixed-use character of the surrounding area. Given the type of uses in the Project site vicinity, and the infill character of the Project, it would not physically divide an established community. The Project would not disrupt or divide an established community through a change in street or land use patterns within the community.
Impact 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	**PMM LU-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.	No mitigation is required as the proposed Project would not conflict with the City of Redlands General Plan, as shown in Table LU-1.
Mineral Resources		
Impact MIN-1: Potential to result in the loss of availability of a known	**PMM MIN-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can	No mitigation is required. The Project site is located within an urbanized area of the City of Redlands. According to

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mineral resource that would be of value to the region and the residents of the state.	and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. 4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	Redlands General Plan Figure 6-4, the Project site is designated as MRZ-3, which contains areas with known or inferred mineral occurrences of undetermined mineral resource significance. The Project site is not zoned for mineral extraction use and has not been historically used for mineral resource extraction.
Impact MIN-2 Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	See **PMM MIN-1.**	No mitigation is required. The Project site is located within an urbanized area of the City of Redlands. According to Redlands General Plan Figure 6-4, the Project site is designated as MRZ-3, which contains areas with known or inferred mineral occurrences of undetermined mineral resource significance. The Project site is not zoned for mineral extraction use and has not been historically used for mineral resource extraction.
Noise		

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Impact NOISE-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**PMM NOISE-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Install temporary noise barriers during construction. b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure. The Project is required to comply with regulatory control measures in City of Redlands Municipal Code Section 8.06.120, which regulates noise from construction activities (e.g. construction activities will occur between the hours of 7 a.m. and 6 p.m. on weekdays, including Saturdays, with no activities taking place on Sundays or federal holidays; Municipal Code Section 8.06.070, which sets exterior noise limits based on land use; and Municipal Code Section 8.06.080, which sets interior noise limits based on land use. Additionally, procedures and phone numbers would be posted at the construction site for notifying City of Redlands staff, Redlands Police Department, and the construction contractor to notify regarding complaints.

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	equipment, whenever such procedures are available and consistent with construction procedures. i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses; n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. q) Use of portable barriers in the vicinity of sensitive receptors during construction. r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound	

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	blankets), and implement if such measures are feasible and would noticeably reduce noise impacts. s) Monitor the effectiveness of noise attenuation measures by taking noise measurements. t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities. u) Construct sound reducing barriers between noise sources and noise-sensitive land uses. v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.	
Impact NOISE-2: Generation of excessive groundborne vibration or groundborne noise levels.	See **PMM NOISE-1.** **PMM-NOISE-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.	Sections PMM NOISE-2 sections d through f are applicable to the proposed Project and would be incorporated through Project specific MM N-1, which would require a setback of 30 feet from the western boundary of the site for the use of heavy construction equipment over 80,000 pounds. The Project is required to comply with regulatory control measures in City of Redlands Municipal Code Section 8.06.120, which regulates noise from construction activities (e.g., construction activities will occur between the hours of 7 a.m. and 6 p.m. on weekdays, including Saturdays, with no activities taking place on Sundays or federal holidays. Additionally, procedures and phone numbers would be posted at the construction site for notifying City of Redlands staff, Redlands Police Department, and the construction contractor to notify regarding complaints.

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	c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation. e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps). f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.	
Impact NOISE-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.	See **PMM NOISE-1.**	No mitigation is required. There are no private or public airstrips within the vicinity of the Project area. The closest airport is the Redlands Municipal Airport, at 1755 Sessums Drive, Redlands, CA, which is approximately 2.6 miles from the Project site. The Project site is outside the noise contours for the airport. As such, the Project would not expose people residing or working in the area to excessive noise levels.
Population and Housing		
Impact POP-1: Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure)	There are no project-level mitigation measures.	No mitigation is required. The Project would provide infill development within a currently developed urban setting. It would not add new infrastructure beyond that required to connect the Project to existing utility lines and adjacent roadways. Therefore, the Project would not open new areas to development or promote new development in an area not otherwise expected to be developed. The Project's 131 residential units are expected to result in an increase of 191 residents onsite. Additionally, the Project would result in an increase of 85 employees. The Project's estimated housing, population, and employment growth would be within SCAG's 2045 growth projections based on the

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		2020-2045 RTP/SCS and would occur on a Project site located within a HQTA and TPA.
Impact POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	**PMM-POP-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.	No mitigation is required. The Project site is currently vacant and undeveloped and does not contain any existing housing. Therefore, development of the Project would not displace existing people or housing.
Fire Services		
Impact PSF-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	See **PMM PSP-1.**	Mitigation is not required because Project impacts would be less than significant with implementation of regulatory requirements. The Project would be subject to compliance with fire protection design standards per the California Building Code, California Fire Code, the City of Redlands Municipal Code, and City of Redlands Fire Department, to ensure adequate fire protection. Existing facilities and planned future facilities are capable of providing acceptable response times for fire protection and emergency response services. The Project site is served by Redlands Fire Department Station 261, which is located at 525 E Citrus Avenue, which is approximately 0.6 roadway miles from the Project site. Station 263 is located at 10 W Pennsylvania Avenue approximately 2.0 roadway miles from the Project site. In addition, Station 264 is located at 1270

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		West Park Avenue approximately 1.1 roadway miles from the Project site. Additionally, the Project would be subject to the existing regulations in the City's Fire Code related to emergency access and would be required to pay development fees pursuant to the Redlands Municipal Code. Therefore, the Project would not result in new or physically altered government facilities.
Police Services		
Impact PSP-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	**PMM PSP-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description. b) Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts. c) Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.	The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measures because the Project is not expected to result in a substantial increase in demand for police protection services that would require the need for a new or physically altered police facility to maintain service ratios. In addition, existing facilities are capable of providing acceptable response times and payment of development impact fees are equally effective in minimizing impacts to police service. The Project site is currently served by the Redlands Police Department. The main police station is located at 1270 West Park Avenue, with four other divisions located citywide, including one at 30 Cajon Street, adjacent to the Project site. The project would incorporate crime prevention features into the design of the buildings and public spaces, such as lighting of entryways and public spaces. The Project would feature the following: • Security cameras • Perimeter lighting to supplement the street lighting and to provide increased visibility and security
Schools		
Impact PSS-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered educational facilities, need for new or physically altered educational	**PMM PSS-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible.	Pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a

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facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.	project's impacts on school facilities in excess of fees set forth in the Government Code. These fees are collected by school districts at the time of issuance of building permits for development projects. Pursuant to Government Code Section 65995 applicants shall pay developer fees to the appropriate school districts at the time building permits are issued; and payment of the adopted fees provides full and complete mitigation of school impacts.
Library Services		
Impact PSL-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	**PMM PSL-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts	The proposed residences would result in a limited incremental increase in the need for additional services, such as public libraries and post offices, etc. Because the Project area is already served by other services and the Project would result in a limited increase in residences, the Project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. Furthermore, the Applicant would be required to pay Developer Impact Fees to offset any impacts to public services.
Recreation		
Impact REC-1: Potential to 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.	**PMM REC-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:	No mitigation is required. However, the Project would substantially conform with PMM REC-1. The Project would provide 23,476 SF of common open space and would be compliant with open space requirements. The Project applicant would be responsible for meeting any park fee requirements pursuant to the Quimby Act and in accordance with Redlands Municipal Code Chapter 3.32.

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	i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing "green" development techniques iii. Promoting water-efficient land use and development iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards	
Impact REC-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	See **PMM REC-1**, **PMM AQ-2**, and **PMM NOISE-1.**	No mitigation is required. The Project would provide 23,476 SF of common open space. These recreational amenities include multiple courtyards, a pool, and spa. While the Project does include recreational facilities, impacts related to construction of this facility are analyzed throughout this SCEA and would not result in an adverse environmental impact. Furthermore, the Applicant would be required to pay Developer Impact Fees to offset any impacts to recreational facilities.
Transportation, Traffic, and Safety		
Impact TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	No mitigation is required.	No mitigation is required.
Impact TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).	**PMM-TRA-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts. Such measures may include the following or other comparable measures identified by the Lead Agency: • Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and	No mitigation is required as Project impacts would be less than significant. However, the Project would substantially conform with PMM-TRA-1. Due to the Project's location in a TPA, impacts related to VMT would be less than significant. Additionally, the Project would include sidewalks along all street frontages. Additionally, the Project would include bike lockers to promote bike use. Furthermore, the Project would

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	plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways: ○ include TDM mitigation requirements for new developments; ○ incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; ○ provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; ○ implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; ○ develop TDM-specific performance measures to evaluate project-specific and systemwide performance; ○ incorporate TDM performance measures in the decision-making process for identifying transportation investments; ○ implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and ○ set aside funding for TDM initiatives. ○ The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.	provide convenient and direct pedestrian access to the nearby Downtown train station less than 0.5-mile to the north.
Impact TRA-3: Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No mitigation is required.	No mitigation is required.
Impact TR-4: Result in inadequate emergency access.	**PMM TRA-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can	The Project's impacts would be less than significant as a result of implementation of regulatory requirements. Nevertheless,

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Impact WF-1: Substantially impair an adopted emergency response plan or emergency evacuation plan	and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: ○ Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. ○ Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. ○ Scheduling of truck trips outside of peak morning and evening commute hours. ○ Limiting of lane closures during peak hours to the extent possible. ○ Usage of haul routes minimizing truck traffic on local roadways to the extent possible. ○ Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. ○ Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. ○ Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.	the Project substantially conforms to this mitigation measure because emergency access to the site would be provided by the existing street system, and the Project is designed and would be constructed in accordance with City of Redlands requirements to ensure proper emergency access. In addition, the Applicant will submit a parking and driveway plan for review by the City of Redlands staff and the Redlands Fire Department to ensure compliance with all applicable code-required site access and circulation requirements as well as code-required emergency access.

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	○ Storage of construction materials only in designated areas. ○ Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. ○ Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. ○ Enhance emergency preparedness awareness among public agencies and with the public at large.	
Tribal Cultural Resources		
Impact TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is: a) 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 b) 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.	See **PMM CULT-1.** **PMM TCR-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource; c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.	The Project substantially conforms to this mitigation measure. In compliance with AB 52 requirements, on April 8, 2022, the City sent letters to 5 Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity. The San Manuel Band of Mission Indians consulted with the City via email regarding the proposed Project. The San Manuel Band of Mission Indians stated that the Project is within Serrano ancestral territory; however, due to the nature of the Project site, the Tribe does not have any concerns with the Project's implementation. Mitigation Measures TCR-1 has been included to require a Monitoring and Treatment Plan and Native American monitoring of excavation and grading activities should any cultural resources be discovered during Project construction activities.
Solid Waste		
Impact USSW-1: Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or	**PMM USSW-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	The Project's impacts would be less than significant as a result of the implementation of regulatory requirements. Nevertheless, the Project substantially conforms to this mitigation measure because the Project would comply with the City of Redlands Municipal Code Chapter 15.16, which

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otherwise impair the attainment of solid waste reduction goals. **Impact USSW-2:** Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following: a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Inclusion of a waste management plan that promotes maximum C&D diversion. c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). d) Reuse of existing structure and shell in renovation projects. e) Development of indoor recycling program and space. f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required. h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.	requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Additionally, the proposed Project would be required comply with the City's Municipal Code 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 subject to this chapter unless the construction and demolition recycling plan has been approved by the Facilities and Community Services Director.

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	l) Integrate reuse and recycling into residential industrial, institutional and commercial projects. m) Provide education and publicity about reducing waste and available recycling services. n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.	
Wastewater		
Impact USWW-1: Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects.	See **PMM HYD-1.** **PMM USWW-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.	The Project's impacts would be less than significant as a result of implementation of regulatory requirements. Nevertheless, the Project substantially conforms to this mitigation measure because most wastewater generated by sewered development within the Planning Area is treated at the Redlands Wastewater Treatment Facility. The Redlands Wastewater Treatment Facility treats approximately 6 million gallons per day (mgd) with a capacity of 9.5 mgd. As discussed in Section 6.3.19, *Utilities and Service Systems,* the Project would connect to existing water, wastewater, and storm drainage facilities, and would not require new or expanded wastewater treatment or storm drainage facilities. Furthermore, the Applicant would be required to pay Developer Impact Fees to offset any impacts to existing wastewater facilities.
Impact USWW-2: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in	See **PMM UWW-1.**	The Project's impacts would be less than significant as a result of implementation of regulatory requirements. Nevertheless, the Project substantially conforms to this mitigation measure because most wastewater generated by sewered development within the Planning Area is treated at the Redlands Wastewater Treatment Facility. The Redlands Wastewater Treatment Facility treats approximately 6 million gallons per day (mgd) with a capacity of 9.5 mgd. As

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addition to the provider's existing commitments.		discussed in Section 6.3.19, *Utilities and Service Systems,* the Project would generate approximately 17,645 gpd of wastewater per day. All new residential development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s). As such, the Redlands Wastewater Treatment Facility would have adequate capacity to serve the Project.
Water Supply		
Impact USWS-1: Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.	**PMM USSW-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite	The Project's impacts would be less than significant as a result of implementation of regulatory requirements. Nevertheless, the Project substantially conforms to this mitigation measure because the Project would connect to the existing water lines in the surrounding streets. The construction activities related to the onsite water infrastructure that would be needed to serve the proposed Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this SCEA. Additionally, the new onsite water system would convey water supplies to the proposed residences and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water. Furthermore, the Applicant would be required to pay Developer Impact Fees to offset any impacts to existing water facilities.
Impact USWS-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	See **PMM USWS-1.**	The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure because the City has determined that the projected water supply available during normal, single-dry water years as included in the 25-year projection contained in its adopted 2020 Urban Water Management Plan can accommodate the projected water demand associated with the Project, in addition to the existing and planned future

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		development. Additionally, the Project would have a demand of 31.39 acre-feet per year, which is within the projected water demands and supplies as analyzed in the UWMP. In addition, all new residential development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s).
Wildfire		
Impact WF-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. **Impact HAZ-7:** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	**PMM WF-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place g. Include external sprinklers with an independent water source to reduce flammability of structures. h. Include local solar power paired with batteries to reduce power flow in electricity lines.	The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure because the Project is not located in a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone.

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	i. For developments in high fire-prone areas, have a fire protection plan for residents and businesses. j. Provide fire hazard and fire safety education for homeowners in or near fire hazard areas. k. Developments in fire-prone areas should have fire-resistant feature, such as: – Ember-resistant vents – Fire-resistant roofs – Surrounding defensible space – Proper maintenance and upkeep of structures and surrounding area	
Impact WF-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.	See **PMM HAZ-4.** **PMM WF-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to: 1) Submit a fire protection plan including the designation of fire watch staff; 2) Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; 3) Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and 4) Designate trained fire watch staff during project construction to reduce risk of fire hazards.	The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure because the Project is not located in a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone.
Impact WF-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.	See **PMM WF-1**, **PMM WF-2**, **PMM HYD-1**, and **PMM HAZ-4.**	The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure because the Project is not located in a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone. The City's General Plan Safety Element (Section 7.4) discusses Emergency Management, which outlines goals and policies aimed at

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		emergency preparedness to protect the health, safety and welfare of the general public during and after natural, man-made (technological), or attack-related emergencies. Additionally, the proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan.

6 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ANALYSIS/ INITIAL STUDY CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed Project. The checklist form identifies potential Project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact; and, 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed Project.

6.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☒) would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

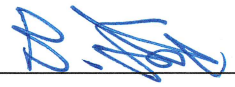
Environmental Factors Potentially Affected

☐	Aesthetics	☐	Agriculture and Forest Resources	☐	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☒	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☒	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☒	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

6.2 DETERMINATION

(To be completed by the Lead Agency) on the basis of this initial evaluation

☐	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
☒	I find that the proposed Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or qualified "residential or mixed use residential project" that satisfies section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because the SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.



Signature

7/11/2022

Date

BRIAN FOOTE

Printed Name

JEAN REILLY

For

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:
   (a) Earlier Analysis Used. Identify and state where they are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

6.3 ENVIRONMENTAL CHECKLIST QUESTIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099 would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Except as provided in Public Resources Code Section 21099 would the Project:

a) Have a substantial adverse effect on a scenic vista?
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
c) 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?
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

a-d) Less than Significant Impact. In 2013, the State of California enacted Senate Bill 743 (SB 743), which made several changes to the California Environmental Quality Action (CEQA) for projects located in areas served by transit. Specifically, Public Resources Code Section 21099 provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Public Resources Code Section 21099 defines a "transit priority area" as 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 a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code 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." Public Resources Code 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. This state law supersedes the aesthetic impact thresholds set forth in CEQA Guidelines Appendix G.

The Project would be a mixed-use, infill project located in a TPA. The Project includes development of an urban and developed site in Downtown Redlands. Public bus and rail transit is provided within the area of the Project site and the site is designated as a transit priority area and high quality transit area by the 2020-2045 RTP/SCS. The nearest rail station is the Arrow Line Downtown Redlands Station that is located approximately 0.26 mile north of the Project site. Furthermore, the Project would be subject to City of Redlands General Plan Action 2-A.35 that requires shielding of light to minimize lighting of adjacent off-site areas and generation of glare.

Thus, the Project's aesthetic (and parking) impacts are not considered significant on the environment pursuant to Public Resources Code Section 21099. Therefore, an assessment of the Project's potential aesthetic impacts is not required.

Existing Plans, Programs, or Policies

None.

Mitigation Measure

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) 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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) 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?	☐	☐	☐	☒

a) 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?

No Impact. The Project site was formerly developed with public/institutional uses and located in an urbanized area that is not used for agriculture. In addition, the Project site is designated as "Urban and Built-Up Land" on maps prepared pursuant to the California Department of Conservation Important Farmland Finder (CDC 2022). The Project site and adjacent areas are not designated as Prime, Unique, or Farmland of Statewide Importance. No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by the Project or converted to a non-agricultural use. Thus, no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments. The Project site is zoned C-3. Therefore, rezoning and development of the site would not result in the loss of agricultural land or affect any Williamson Act contracts. In addition, no parcels in the Project vicinity have Williamson Act contracts. Therefore, implementation of the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

c) 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))?

No Impact. As discussed previously, the Project site within an urbanized area and was previously developed with public/institutional uses. The Project site and vicinity is void of forest land or timberland. As described previously, the Project site is currently zoned for C-3 (General Commercial) District and is surrounded by areas zoned for commercial, residential, or public institution uses. No areas designated or zoned as forest land or timberland, or for timberland production, exist on or near the Project site. Thus, no impact would occur from implementation of the proposed Project.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site contains offsite ornamental palm trees that would be replaced by the Project and does not include forestland or timberland. Additionally, the Project site is not zoned as forestland, and is surrounded by urban development on all sides. The Project would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. No impact would occur.

e) 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?

No Impact. As discussed previously, the Project site is in an urbanized mixed-use area of the City of Redlands and is fully disturbed based on former development of the site with public/institutional uses. It is currently not used for agricultural purposes and is not designed or zoned for forest land. The proposed Project would not convert farmland to a nonagricultural use or convert forest land to a non-forest use. Likewise, the proposed Project would not contribute to environmental changes that could result in conversion of farmland to a nonagricultural use or conversion of forest land to a non-forest use. Thus, no impact would occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measure

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	☐	☐	☒	☐

The discussion below is based on the City Center Air Quality Impact Analysis prepared by Urban Crossroads, included as Appendix A.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Project site is located in the South Coast Air Basin and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG uses regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed Project would result in growth that is substantially greater than what was anticipated, then the proposed Project would conflict with the AQMP. On the other hand, if a Project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the Project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers a Project consistent with the AQMP if the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

Furthermore, The South Coast Air Basin (SCAB) is in a non-attainment status for federal and state ozone standards and state and federal particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Should construction or operation of the proposed Project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

The proposed Project would develop the site with 131 multi-family residences and 10,550 SF of restaurant uses. As further described in Section 14, *Population and Housing*, the 131 new residences would result in 2

percent of the projected increase of residential units within the city. Furthermore, the development of the 10,550 SF of restaurant uses would result in the need for approximately 85 employees. This limited level of growth on within a developed area would not exceed growth projections and would be consistent with the assumptions in the AQMP. Additionally, as previously discussed within Section 4.2.1 of this SCEA, the proposed Project would be consistent with 2020-2045 RTP/SCS

In addition, as detailed below, the emissions generated by construction and operation of the proposed Project would not exceed thresholds, and the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. Therefore, impacts related to conflict with the AQMP from the proposed Project would be less than significant.

b) 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?

Less Than Significant Impact. The South Coast Air Basin (SCAB) is in a non-attainment status for federal and state ozone standards and state and federal particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Evaluation of cumulative air quality impacts of the proposed Project has been completed pursuant to SCAQMD's cumulative air quality impact methodology, SCAQMD states that if an individual project results in air emissions of criteria pollutants (ROG, CO, NOx, SOx, PM_{10}, and $PM_{2.5}$) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

SCAQMD published its *Final Localized Significance Threshold Methodology* in July 2008, recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors from emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	*55*
VOC	*75*	*55*
PM10	150	150
PM2.5	*55*	*55*
SOx	150	150
CO	*550*	*550*
Lead	3	3

Source: Urban Crossroads 2022 (Appendix A)

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard

height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling and is included as PPP AQ-1. In addition, implementation of SCAQMD Rule 1113, which governs the VOC content in architectural coating, paint, thinners, and solvents was accounted for in construction emissions modeling, and is included as PPP AQ-2. As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds with implementation of PPP AQ-1 and PPP AQ-2. Therefore, construction activities would result in a less than significant impact.

Table AQ-2: Project Construction Emissions and Regional Thresholds

Year	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2023	5.00	48.80	39.60	0.15	8.98	5.07
2024	41.40	29.70	42.70	0.05	3.92	2.05
Winter						
2023	2.69	19.90	24.80	0.03	2.88	1.47
2024	41.40	29.90	39.40	0.05	3.92	2.05
Maximum Daily Emissions	**41.40**	**48.80**	**42.70**	**0.15**	**8.98**	**5.07**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads, 2022 (Appendix A)

Operation

Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. Operational vehicular emissions would generate a majority of the emissions from implementation of the Project. In addition, compliance with SCAQMD Rule 445 that prohibits the use of wood burning stoves and fireplaces in new developments will also be included as PPP AQ-3 to ensure compliance.

Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional emissions of the criteria pollutants, however, these emissions would be below the SCAQMD's applicable thresholds. Therefore, the Project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant, and impacts would be less than significant.

Table AQ-3: Project Operational Emissions and Regional Thresholds

Source	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Area Source	24.20	10.20	97.10	0.23	7.71	1.49
Energy Source	4.45	2.27	10.70	0.01	0.18	0.18

Mobile Source	0.04	0.67	0.41	< 0.005	0.05	0.05
Total Maximum Daily Emissions	**28.69**	**13.14**	**108.21**	**0.24**	**7.94**	**1.72**
SCAQMD Regional Threshold	*55*	*550*	150	150	*550*	*55*
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Area Source	23.40	11.00	79.90	0.21	7.71	1.49
Energy Source	3.37	2.17	0.92	0.01	0.18	0.18
Mobile Source	0.04	0.67	0.41	< 0.005	0.05	0.05
Total Maximum Daily Emissions	**26.81**	**13.84**	**81.23**	**0.22**	**7.94**	**1.72**
SCAQMD Regional Threshold	*55*	*550*	150	150	*550*	*55*
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads, 2022 (Appendix A)

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the Project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The City of Redlands is located within SCAQMD SRA 35.

Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. The nearest sensitive receptors are existing residences are located adjacent to the Project site. The distance between the Project site boundary and the closest existing residential structure is approximately 11-feet west of the Project site. The LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters (82 feet) to the nearest receptor should use the LSTs for receptors located at 25 meters." As the existing residence is located less than 25-meters from the Project site, the 25-meter receptor distance is used for evaluation of localized impacts.

Construction

Construction of the proposed Project may expose nearby residential sensitive receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD's standard construction practices (Rules 402 and 403, as included as PPP AQ-1 and PPP AQ-2). Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. As shown in Table AQ-4, Project construction-source emissions would not exceed the applicable SCAQMD LSTs.

Table AQ-4: Localized Significance Summary of Construction

Construction Activity	Year	Scenario	Emissions (lbs/day)			
			NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	2023	Summer	47.00	38.00	8.19	5.02
		Winter	0.64	0.52	0.11	0.07
		Maximum Daily Emissions	**47.00**	**38.00**	**8.19**	**5.02**
		SCAQMD Localized Threshold	220	1,625	11	7
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading	2023	Summer	25.40	21.60	3.77	2.31
		Winter	0.56	0.47	0.08	0.05
		Maximum Daily Emissions	**25.40**	**21.60**	**3.77**	**2.31**
		SCAQMD Localized Threshold	187	1,324	8	6
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads, 2022 (Appendix A)

Operations

Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed Project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed. As such, impacts from operation of the Project to sensitive receptors would be less than significant.

CO Hot Spot Analysis

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.

As detailed in Section 6.3.13, *Transportation*, in Table T-1, the proposed Project would generate 143 new vehicle trips (79 inbound trips and 64 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 133 new vehicle trips (74 inbound trips and 59 outbound trips). Over a 24-hour period, the Project is forecast to generate approximately 1,751 daily trip ends during a typical weekday. Thus, buildout of the proposed Project would not result in an increase in 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 and would not generate a CO hot spot. Therefore, impacts related to CO "hot spots" from operation of the proposed Project would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The proposed project would implement residential development within the project area. Residential uses do not involve the types of 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 be in compliance with SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

During construction, emissions from diesel equipment, use of volatile organic compounds 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, emission impacts relating to both operational and construction activity odors would be less than significant.

Existing Plans, Programs, or Policies

PPP AQ-1: Rule 403. All applicable measures included in Rule 403, shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to (1):

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

PPP AQ-2: Rule 1113. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 (2):

- Only "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113 shall be used.

PPP AQ-3: Rule 445. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 445 (3):

- Rule 445 prohibits the use of wood burning stoves and fireplaces in new developments.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the Project:				
a) 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 Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) 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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) 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 Game or U.S. Fish and Wildlife Service?

Less than Significant Impact with Mitigation Incorporated. The Project site is located in an urbanized and developed area of the city. The Project site is heavily disturbed, graded, and was previously fully developed with public/institutional uses. In its existing condition, the Project site contains non-native shrubs and grasses in few areas and offsite palm trees within the Brookside Avenue right-of-way. The existing trees on Brookside Avenue have the potential to provide habitat for nesting migratory birds. Many of these trees would be removed and replaced during construction. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under

the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the federal Migratory Bird Treaty Act (MBTA), could result in a potentially significant impact if requirements of the MBTA are not followed. Therefore, implementation of MM BIO-1 would ensure MTBA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.

b) 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 Game or US Fish and Wildlife Service?

No Impact. 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. As described above, the Project site is heavily disturbed, graded, and consists of mostly vacant land. According to the National Wetlands Inventory managed by the USFWS, the Project site does not contain riparian habitat (USFWS 2022). There are no riparian habitat or other sensitive natural communities as identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, no impact would occur.

c) 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?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. As previously discussed, according to the National Wetlands Inventory managed by the USFWS, the Project site does not contain federally protected wetlands (USFWS 2022). In addition, the Project site does not contain any jurisdictional areas that would be subject to Section 404 of the Clean Water Act, and the proposed Project does not involve any hydrological interruption on any existing water resources. Therefore, the redevelopment of the Project site would not result in impacts to wetlands.

d) 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?

Less than Significant Impact with Mitigation Incorporated. Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The Project site does not contain, or is not adjacent to, any wildlife corridors. The Project site is surrounded by roadways and developed areas. Areas of commercial, residential, public institutional, and additional roadways are located beyond the roadways adjacent to the site. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

As described previously, offsite areas contain ornamental vegetation that provides potentially suitable habitat for nesting birds. Therefore, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-1 has been included to require a nesting bird survey to be conducted prior to vegetation removal. With the implementation of Mitigation Measure BIO-1, impacts related to native wildlife nursery sites would be reduced to a less than significant level.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. Chapter 12.52 of the City of Redlands's Municipal Code regulates trees and tree protection along streets and in public places. As part of the Project, existing trees around the perimeter of the Project site would be removed and replaced with a variety of trees and ornamental landscaping. The Project would be required obtain permits for tree removal and replacement within the Brookside Avenue public sidewalk. With compliance with Municipal Code Chapter 12.52, Project impacts to public trees would be less than significant.

In addition, the City General Plan outlines policies that protect biological resources; however, these policies pertain to ecological areas such as San Timoteo Canyon, Live Oak Canyon, the Crafton Hills, and the Santa Ana River, Mill Creek, and other riparian areas within the city. The Project site is in an urbanized area of the city and is not located in an area identified by the city as having ecological value. Therefore, implementation of the proposed Project would not conflict with any local policies or ordinances protecting biological resources, and impact would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is developed and within an urbanized area. The Project site is not located within the boundaries of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, implementation of the proposed 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. No impact would occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

MM BIO-1: Pre-construction Nesting Bird Survey. Construction plans and Project specifications shall state that if construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project area and adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The discussion below is based on the Architectural and Historical Significance Assessments of 212 or 216 Brookside Avenue, City of Redlands, San Bernardino County, prepared by Archaeological Associates, June 2018 (AA 2018), Appendix B; Preliminary Geotechnical Report, prepared by Hilltop Geotechnical, Inc., February 2018, Appendix C.

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the Project's Lead Agency. Implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, as there are no eligible historical resources on the Project site.

The California Register of Historical Resources defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition, Section 2.62 of the Redlands Municipal Code states that a structure with aesthetics, architectural, historical value which is 50 years old or older may be designated as a Historic Resource. A structure with exceptional esthetics, architectural, or historical value may be designated as a Landmark Resource. The criteria, any one of which may be used to determine such designation, are as follows:

A. It [a nominated resource] has significant character, interest, or value as part of the development, heritage or cultural characteristics of the city of Redlands, state of California, or the United States;

B. It is the site of a significant historic event;

C. It is strongly identified with a person or persons who significantly contributed to the culture, history or development of the city;

D. It is one of the few remaining examples in the city possessing distinguishing characteristics of an architectural type or specimen;

E. It is a notable work of an architect or master builder whose individual work has significantly influenced the development of the city;

F. It embodies elements of architectural design, detail, materials, or craftsmanship that represents a significant architectural innovation;

G. It has a unique location or singular physical characteristics representing an established and familiar visual feature of a neighborhood, community, or the city;

H. It has unique design or detailing;

I. It is a particularly good example of a period or style;

J. It contributes to the historical or scenic heritage or historical or scenic properties of the city (to include, but not be limited to, landscaping, light standards, trees, curbings, and signs);

K. It is located within a historic and scenic or urban conservation district, being a geographically definable area possessing a concentration of historic or scenic properties which contribute to each other and are unified aesthetically by plan or physical development.

The Project site is currently vacant and undeveloped. The Project site was formerly developed with the City of Redlands Safety Hall and San Bernardino County Branch Building. Both buildings were demolished in 2018. Therefore, there are no buildings onsite which could qualify as a historic resource pursuant to CEQA. Based on the records search result conducted for the Project site, the site does not contain any known historical resources and is not directly adjacent to any known historical resources (AA 2018). As such, the Project would not cause a substantial adverse change to a historical resource, and impacts would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact with Mitigation Incorporated. The records search conducted for the Project site indicated that there are no known cultural resources within the Project site (AA 2018). The Phase I ESAs prepared for the Project site include aerial photographs that detail that the site was used for commercial uses and public/institutional uses since 1925. The Preliminary Geotechnical Investigation conducted for the Project site describes that onsite testing identified artificial fill soils of seven feet in depth across the site.

Project construction would include overexcavation to a depth of at least 11 feet below ground surface (bgs) as part of development of the proposed building foundations. Project grading has the potential to encroach into native soils that have not been previously disturbed and could contain archaeological resources. As such, Mitigation Measure CUL-1 requires retention of an archaeologist that would observe ground disturbing activities and recover archaeological resources as necessary. In addition, the archaeologist would be present at the pre-grading conference to establish procedures for archeological resource surveillance. Mitigation CUL-1would also halt work within 50 feet of a find until it can be evaluated by the qualified on-call archaeologist. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and shall be discussed in consultation with the appropriate regulatory agency(ies). With implementation of Mitigation Measure CUL-1, impacts related to archaeological resources would be less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. In addition, compliance with California Health and Safety

Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law, included as PPP CUL-1, would ensure that impacts to human remains would be less than significant.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Should human remains be discovered during project construction, the project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Mitigation Measures

MM CUL-1: **Archaeological Monitoring.** The Applicant shall retain a qualified archaeologist to perform archaeological monitoring and the archaeologist shall be present during initial ground-disturbing activities (e.g., site preparation, demolition of historic structures, and grading up to ten feet below surface) to identify and assess any known or suspected archaeological and/or cultural resource. The qualified archaeologist shall develop a Cultural Resources Management Plan to address the details, timing, and responsibility of all archaeological and cultural resource activities that occur on the Project site. The plan shall include a scope of work, project grading and development scheduling, pre-construction meeting (with consultants, contractors, and monitors), a monitoring schedule during all initial ground-disturbance related activities, safety requirements, and protocols to follow in the event of previously unknown cultural resources discoveries that could be subject to a cultural resources evaluation. The plan shall be submitted to the City and the Consulting Tribe(s) for review and comment, prior to final approval by the City. The Monitoring and Treatment Plan shall incorporate the components described in Mitigation Measure TCR-1.

In the event that cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and the qualified archaeologist shall assess the find. Work on the other portions of the Project outside the buffered area may continue during the assessment period. Additionally, the San Manuel Band of Mission Indians shall be contacted, as detailed within Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

If significant pre-contact and/or historic-era cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall follow the stipulations of the Monitoring and Treatment Plan. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a

100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the Project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

The discussion below is based on the City Center Energy Tables, prepared by Urban Crossroads, included as Appendix C.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact.

Construction

During construction of the proposed Project would consume energy in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project sites, construction worker travel to and from the project site, 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 proposed mixed-use development and the associated infrastructure is not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Table E-1 details the construction fuel usage over the Project's 1-year construction period. As shown in Table E-1, Project construction would require the consumption of 54,473 gallons of diesel fuel.

Table E-1: Construction Equipment Fuel Consumption Estimates

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Site Preparation	5	Crawler Tractors	87.0	4.00	8.00	0.43	1,197	324
		Rubber Tired Dozers	367	3.00	8.00	0.40	3,523	952
Grading	8	Crawler Tractors	87.0	3.00	8.00	0.43	898	388
		Excavators	36.0	1.00	8.00	0.38	109	47
		Graders	148	1.00	8.00	0.41	485	210
		Rubber Tired Dozers	367	1.00	8.00	0.40	1,174	508
Building Construction	390	Cranes	367	1.00	8.00	0.29	851	17,949
		Crawler Tractors	87.0	3.00	8.00	0.43	898	18,927

		Forklifts	82.0	3.00	8.00	0.20	394	8,298
		Generator Sets	14.0	1.00	8.00	0.74	83	1,747
		Welders	46.0	1.00	8.00	0.45	166	3,491
Paving	18	Cement and Mortar Mixers	10.0	2.00	8.00	0.56	90	87
		Crawler Tractors	87.0	1.00	8.00	0.43	299	291
		Pavers	81.0	1.00	8.00	0.42	272	265
		Paving Equipment	89.0	2.00	8.00	0.36	513	499
		Rollers	36.0	2.00	8.00	0.38	219	213
Architectural Coating	36	Air Compressors	37.0	1.00	8.00	0.48	142	276
							CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)	***54,473***

Source: Urban Crossroads, 2022 (Appendix C)

Table E-2 shows the energy consumption for construction worker light-duty auto (LDA) vehicles. As shown, construction worker LDAs would consume 14,087 gallons of gasoline.

Table E-2: Construction Worker Fuel Consumption Estimates (LDA)

Construction Activity	Duration (Days)	Worker Trips/ Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023						
Site Preparation	5	9	18.5	833	30.68	27
Grading	8	8	18.5	1,184	30.68	39
Building Construction	181	59	18.5	197,562	30.68	6,438
2024						
Building Construction	209	59	18.5	228,124	31.57	7,225
Paving	18	10	18.5	3,330	31.57	105
Architectural Coating	36	12	18.5	7,992	31.57	253
TOTAL CONSTRUCTION WORKER (LDA) FUEL CONSUMPTION						***14,087***

Source: Urban Crossroads, 2022 (Appendix C)

Table E-3 and E-4 show the energy consumption for construction worker light-duty-trucks (LDT). As shown, construction worker LDT-1s would require 9,153 gallons of fuel and LDT-2s would require 9,226 gallons of fuel.

Table E-3: Construction Worker Fuel Consumption Estimates (LDT1)

Construction Activity	Duration (Days)	Worker Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023						
Site Preparation	5	5	18.5	463	24.14	19
Grading	8	4	18.5	592	24.14	25
Building Construction	181	30	18.5	100,455	24.14	4,162

2024						
Building Construction	209	30	18.5	115,995	24.59	4,717
Paving	18	5	18.5	1,665	24.59	68
Architectural Coating	36	6	18.5	3,996	24.59	162
TOTAL CONSTRUCTION WORKER (LDT1) FUEL CONSUMPTION						***9,153***

Source: Urban Crossroads, 2022 (Appendix C)

Table E-4: Construction Worker Fuel Consumption Estimates (LDT2)

Construction Activity	Duration (Days)	Worker Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023						
Site Preparation	5	5	18.5	463	23.82	19
Grading	8	4	18.5	592	23.82	25
Building Construction	181	30	18.5	100,455	23.82	4,218
2024						
Building Construction	209	30	18.5	115,995	24.51	4,733
Paving	18	5	18.5	1,665	24.51	68
Architectural Coating	36	6	18.5	3,996	24.51	163
TOTAL CONSTRUCTION WORKER (LDT1) FUEL CONSUMPTION						***9,226***

Source: Urban Crossroads, 2022 (Appendix C)

Tables E-5 shows the fuel consumption by medium-heavy duty (MHDT) and heavy-heavy duty (HHDT) vendor and hauling vehicle trips during various construction phases of the Project.

Table E-5: Construction Vendor Fuel Consumption Estimates (MHDT & HHDT)

Year	Construction Activity	Duration (Days)	Vendor/ Hauling Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023	MHDT						
	Site Preparation	5	1	10.2	51	8.30	6
	Grading	8	1	10.2	82	8.30	10
	Building Construction	181	11	10.2	20,308	8.30	2,448
	HHDT (Vendor)						
	Site Preparation	5	1	10.2	51	5.94	9
	Grading	8	1	10.2	82	5.94	14
	Building Construction	181	11	10.2	20,308	5.94	3,418
	HHDT (Hauling)						
	Grading	8	34	20	5,440	5.94	916
2024	MHDT						
	Building Construction	209	11	10.2	23,450	8.34	2,811

	HHDT (Vendor)						
	Building Construction	209	11	10.2	23,450	6.03	3,892
TOTAL CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION							***13,523***

Source: Urban Crossroads, 2022 (Appendix C)

Construction of the Project would result in fuel consumption from the use of construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. There are no unusual Project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State. Therefore, construction-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

Operation

Once operational, the Project would generate demand for electricity, natural gas, as well as gasoline for fuel tanks. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances, 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.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City's administration of the 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. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); solar panels on each residential building; energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-6, vehicles and trucks traveling to and from the operational Project site would consume 260,203 gallons of fuel.

Table E-6: Total Project-generated Traffic Annual Fuel Consumption

Vehicle Type	**Average Vehicle Fuel Economy** (mpg)	**Annual VMT**	**Estimated Annual Fuel Consumption** (gallons)
LDA	31.57	3,079,771	97,543
LDT1	24.59	255,605	10,394
LDT2	24.51	1,226,330	50,042
MDV	19.97	947,476	47,453
LHDT1	15.81	179,062	11,323
LHDT2	14.97	48,328	3,229
MHDT	8.34	104,185	12,490
HHDT	6.03	104,853	17,402
OBUS	6.15	3,843	625
UBUS	4.86	1,940	399

MCY	41.98	129,861	3,093
SBUS	6.43	6,709	1,044
MH	5.74	29,652	5,164
TOTAL ANNUAL FUEL CONSUMPTION		***6,117,613***	***260,203***

MDV = Medium Duty Trucks; LHDT1 = Light-Duty Trucks (Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.); LHDT2 = Light-Duty Trucks (Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.); OBUS = Other Buses; UBUS = Urban Buses; MCY = Motorcycle; SBUS = School Bus; MH = Motorhome
Source: Urban Crossroads, 2022 (Appendix C)

As shown in Table E-7, the Project would result in an annual natural gas demand of 2,586,459 thousand British thermal units (kBTU) of natural gas, and approximately 916,881 kilowatt-hour (kWh) of electricity.

Table E-7: Project Annual Operational Energy Demand Summary

Land Use	**Natural Gas Demand** (kBTU/year)	**Electricity Demand** (kWh/year)
Apartments Mid Rise	1,445,871	565,417
High Turnover (Sit Down Restaurant)	1,140,588	350,667
Enclosed Parking with Elevator	0	797
Landscape	0	0
Other Asphalt Surfaces	0	0
TOTAL PROJECT ENERGY DEMAND	***2,586,459***	***916,881***

Source: Urban Crossroads, 2022 (Appendix C)

As such, Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Therefore, impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. As previously discussed, the City of the Redlands Municipal Code Chapter 15.18 requires that all new residential development comply with the California Green Building Standards, Title 24, Part 11 (CalGreen). CALGreen Code includes provisions related to insulation and design aimed at minimizing energy consumption. In addition, the proposed Project would be consistent with applicable plans related to renewable energy and energy efficiency, including the implementation of solar energy. Implementation of the requirements are ensured through the City's development permitting process. As such, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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 off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The discussion below is based on the Report of Preliminary Geotechnical/Geologic Study & Infiltrometer Testing, prepared by Hilltop Geotechnical, Inc., February 12, 2018 (Hilltop 2018) included as Appendix D.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact. In 1972, the Alquist-Priolo Special Studies Zones Act was signed into law and renamed the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) in 1994. The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy access the trace of an active fault. The A-P Act requires the State Geologist (Chief of the California Geology Survey) to delineate "Earthquake Fault Zones" along with faults that are "sufficiently active" and "well-defined." The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The A-P Act dictates that cities and counties withhold development permits for sites within an Alquist-Priolo Earthquake Zone until geologic investigations demonstrate that the site zones are not threatened by surface displacements from future faulting.

The Project site does not contain and is not in the vicinity of an earthquake fault, is not affected by a state-designated Alquist-Priolo Earthquake Fault Zone. The closest active faults are the San Andreas Fault, which is located approximately 5.2 miles northeast of the site, and the San Jacinto Fault, which is located approximately 4.5 miles southwest of the site. Accordingly, the potential for ground rupture at the site is considered low. Thus, the proposed Project 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, and impacts would not occur.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The Project site is located within a seismically active region of Southern California. As mentioned previously, the San Andreas Fault is located approximately 5.2 northeast of the Project site and the San Jacinto Fault is located approximately 4.5 miles southwest of the Project site. Thus, moderate to strong ground shaking can be expected at the site. The amount of motion can vary depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), included in the Municipal Code as Chapter 15.04. In addition, PPP GEO-1 has been included to provide provisions for earthquake safety based on factors including occupancy type, the types of soils onsite, and the probable strength of the ground motion. 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. Because the proposed Project would be constructed in compliance with the CBC, the proposed Project would result in a less than significant impact related to strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained

sands that lie below the groundwater table within approximately 50 feet below ground surface. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

According to Redlands General Plan Figure 7-6, the Project site is not located in an area mapped for liquefaction susceptibility; therefore, the potential for liquefaction to occur is low. Additionally, as discussed in the Report of Preliminary Geotechnical, historic groundwater levels are approximately 75 feet below ground surface. Compliance with the CBC, included as PPP GEO-1, would require specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that project structures would withstand the effects of seismic ground movement, including liquefaction and settlement. Compliance with the requirements of the CBC and City's Municipal Code for structural safety (included as PPP GEO-1) would reduce hazards from seismic-related ground failure, including liquefaction and settlement to a less than significant level.

iv. Landslides?

No Impact. Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

As described above, the Project site is located in a seismically active region subject to strong ground shaking. However, the site is located in a relatively flat and developed area. According to the Redlands General Plan Figure 7-6, the Project site is not located in an area mapped for landslide risk. Therefore, the Project would not cause potential substantial adverse effects related to slope instability or seismically induced landslides.

b) Result in soil erosion or the loss of topsoil?

Less Than Significant Impact. In its existing condition, the Project site is disturbed and vacant. The Project would involve the construction of a mixed-use development on the Project site. During construction activities, soil would be exposed and there would be an increased potential for soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. The increased erosion potential could result in short-term water quality impacts.

As discussed in further detail in Section 10, *Hydrology and Water Quality*, the proposed Project would increase the impervious surface area on the Project site compared to existing conditions. This would change the volume of stormwater runoff generated from the Project site. However, since the Project site is relatively flat, soil erosion would be controlled via implementation of standard erosion control practices required by a Stormwater Pollution Prevention Plan (SWPPP) during construction (included as PPP WQ-1). Furthermore, the Project would implement SCAQMD Rule 403 (included as PPP AQ-1), which would limit wind erosion during Project construction.

Once developed, the Project's implementation would not increase the volume of runoff from the Project site because the proposed Project would include landscaped pervious surfaces intended to capture stormwater runoff, as well as new drainage infrastructure designed to accommodate the increase in stormwater runoff, which is further described in Section 10, *Hydrology and Water Quality*. In addition, implementation of the project requires City approval of a site-specific Water Quality Management Plan (WQMP), which would ensure that the City's Municipal Code, RWQCB requirements, and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant.

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?

Less Than Significant Impact. As described above, the Project site is relatively level, and does not contain

nor is adjacent to any significant slope or hillside area. The Project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the Project.

Lateral spreading, a phenomenon associated with seismically induced soil liquefaction, is a display of lateral displacement of soils due to inertial motion and lack of lateral support during or post liquefaction. It is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface such as drainage or stream channel. According to the Report of Preliminary Geotechnical for the proposed Project, the depth of groundwater is anticipated to be at a depth of 75 feet or greater; therefore, lateral spreading is not considered a geotechnical hazard for the Project (Hilltop, 2018). Thus, the soils are not susceptible to lateral spreading and impacts related to liquefaction and lateral spreading would be less than significant.

Differential settlement or subsidence could occur if buildings or other improvements are built on low-strength foundation materials (including imported fill) or if improvements straddle the boundary between different types of subsurface materials (e.g., a boundary between native material and fill). Although differential settlement generally occurs slowly enough that its effects are not dangerous to inhabitants, it can cause building damage over time. Soils susceptible to seismically induced settlement typically include loose, granular materials.

With implementation of the requirements of the CBC, as included as PPP GEO-1, the potential for settlement or collapse of soils is considered low (Hilltop, 2018). Therefore, compliance with the requirements of the CBC as identified in the site geotechnical design recommendations that would be reviewed by the City for appropriate inclusion, as part of the building plan check and development review process, would reduce potential impacts related to ground collapse to a less than significant level.

d) 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?

Less Than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Report of Preliminary Geotechnical performed an evaluation of the potential for expansive soils at the site and expansion index testing was performed on representative samples of the near surface soils which are anticipated to be within the zone of influence of the planned improvements. The report found that the site has approximately 5 to 7 feet of fill material across the majority of the site. As discussed in the Report of Preliminary Geotechnical, all onsite soils and engineered fill soils would be required to meet CBC expansion index requirements, included as PPP GEO-1. As required by PPP GEO-1, specific engineering design recommendations would be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects of related to ground movement, including expansive soils. Thus, impacts related to expansive soils would be less than significant.

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?

No Impact. The Project would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils. Furthermore, the proposed Project would connect to existing public wastewater infrastructure. Therefore, the Project would not result in any impacts related to septic tanks or alternative wastewater disposal methods.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. As mentioned previously, the proposed Project is located on a previously disturbed site within an urbanized area of the City of Redlands. As discussed in the Report of Preliminary Geotechnical, the site soils consist of younger and older surficial deposits, more specifically very young wash deposits, active (Qvyw) 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. 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 San Timoteo Badlands area and the western portion of the City of Redlands have a high potential to produce significant paleontological resources.

Records of vertebrate fossil localities have been found in other local sedimentary deposits similar to those that occur on the Project site. Previous finds include a vertebrate fossil locality from somewhat similar deposits is located approximately 8 to 10 miles south of the Project site. The locality came from the San Timoteo Formation and consisted of vertebrates belonging to the horse and camel family 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 Project site.

Therefore, Project related excavations that extend down into older Quaternary deposits may encounter fossil vertebrates. As a result, Mitigation Measure PAL-1 is included to require that any substantial excavations below three feet be monitored to identify and recover any significant fossil remains. With implementation of Mitigation Measure PAL-1, impacts to paleontological resources would be less than significant.

Existing Plans, Programs, or Policies

PPP GEO-1: **California Building Code.** The Project is required to comply with the California Building Code as included in the City's Municipal Code Chapter 15.04 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.

PPP WQ-1: **SWPPP.** As listed below in Section 10, *Hydrology and Water Quality*.

Mitigation Measures

MM PAL-1: **Paleontological Resources.** Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Redlands Planning Department, or designee, from a qualified professional paleontologist pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall also require paleontological monitoring pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology for ground disturbing activities greater than five feet in depth within native soil, as determined by the Project paleontologist.

In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.

Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The discussion below is based on the City Center Greenhouse Gas Analysis, prepared by Urban Crossroads, included as Appendix E.

Technical Background

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses.

Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride[1]. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. These regulations require the use of alternative energy, such as solar power. The California Energy Commission passed a measure as an update to the state's 2019 Title 24, Part 6, Building Energy Efficiency Standards, which requires that all new homes under three stories high install solar panels starting January 1, 2020, and that solar systems must be sized to net out the annual kilowatt-hour energy usage of the dwelling[2]. All new residential projects under three stories, including the proposed project, are required to comply with these new standards.

GHG Thresholds

The City of Redlands has an adopted Climate Action Plan (CAP), which was adopted December 5, 2017, however the CAP does not itself establish a numeric threshold of significance for determining impacts with respect to GHG emissions. Notwithstanding, the City has utilized a screening threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year to determine if a potential GHG related impact would

[1] Section 38505(g), Health and Safety Code; and Section 21083.05, Public Resources Code
[2] 2019 California Energy Code, Title 24, Part 6, Section 110.10(b), https://codes.iccsafe.org/content/CAEC2019/subchapter-2-all-occupancies-mandatory-requirements-for-the-manufacture-construction-and-installation-of-systems-equipment-and-building-components

occur from a project. This approach is a widely accepted screening threshold used by the City of Redlands and numerous agencies in the SCAB.

In addition, SCAQMD methodology for Project's construction are to average them over 30-years and then add them to the Project's operational emissions to determine if the Project would exceed the screening values listed above.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. GHG emissions associated with Project construction would occur over the short term and would consist primarily of emissions from equipment exhaust. Long-term regional emissions would also be associated with new vehicular trips and stationery-source emissions (i.e., natural gas used for heating and electricity usage for lighting). The calculations presented below include construction emissions in terms of annual CO_2e GHG emissions from increased energy consumption, water usage, and solid waste disposal, as well as estimated GHG emissions from vehicular traffic that would result from implementation of the proposed Project.

As discussed previously, during construction of the proposed Project, GHGs would be emitted through the operation of construction equipment, as well as emissions from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change.

During operations, the Project would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Mobile-source emissions of GHGs would include project generated vehicle trips associated with resident trips to and from the project site. Area-source emissions would be associated with activities such as landscaping and maintenance of proposed land uses, natural gas for cooking and heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed use.

The annual GHG emissions associated with the operation of the proposed Project are estimated to be approximately 2,761.15 MT CO2e/yr as summarized in Table GHG-1. This would be below the 3,000 MT CO2e/yr threshold used by the City of Redlands. As such, a less than significant impact related to greenhouse gas emissions would result from the Project.

Table GHG-1: Total Project GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	R	Total CO_2e
Annual construction-related emissions amortized over 30 years	33.87	1.67E-03	1.67E-03	0.03	34.37
Mobile Source	2,297.00	0.13	0.12	4.16	2,339.00
Area Source	34.70	<0.005	<0.005	-	34.70
Energy Source	282.00	0.03	<0.005	-	283.00
Water Usage	12.00	0.28	0.01	-	20.90
Waste	13.20	1.32	0.00	-	46.30
Refrigerants	-	-	-	2.88	2.88
Total CO_2e (All Sources)	**2,761.15**				

Source: Urban Crossroads, 2022 (Appendix E)

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The Project's consistency with SB 32 (2017 Scoping Plan) and the City's CAP are described below.

SB 32/2017 Scoping Plan Consistency. The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. As summarized in Table GHG-2, the Project will not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories.

Table GHG-2: 2017 Scoping Plan Consistency Summary

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	**Consistent.** This measure is not directly applicable to development projects, but the proposed Project would use energy from Southern California Edison (SCE), which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources.
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 Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with the current Building and Energy Efficiency Standards and the current California Green Building Standards requirements. The proposed Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
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.		
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.** These are CARB enforced standards; vehicles that access the Project that comply with the standards will comply with the strategy.
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.		**Consistent.** These are CARB enforced standards; vehicles that access the Project that comply with the standards will comply with the strategy.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		**Consistent.** These are CARB enforced standards; vehicles that access the Project that comply with the standards will comply with the strategy

Action	Responsible Parties	Consistency
Medium- and Heavy-Duty GHG Phase 2.		**Consistent.** These are CARB enforced standards; vehicles that access the Project that comply with the standards will comply with the strategy
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% 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.		**Not applicable.** This measure is not within the purview of this Project.
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% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		**Not applicable.** This Project is not responsible for implementation of SB 375 and would therefore not conflict with this measure.
Further reduce vehicle miles traveled (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."		**Not applicable.** This Project is not responsible for implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	**Not applicable.** The Project is not within the purview of SB 375 and would therefore not conflict with this measure.
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),	**Not applicable.** Although this is directed towards CARB and Caltrans, the proposed Project would be designed to promote and support pedestrian activity onsite and in the Project Site area by providing pedestrian access from the residential section to the restaurants and offsite retail uses.

Action	Responsible Parties	Consistency
	Caltrans	
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	**Not applicable.** This Project is not responsible for developing 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	When adopted, this measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector.
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.		**Not applicable.** This measure is not within the purview of this Project.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	LCFS, with an increased stringency (18% by 2030). When adopted, this measure would apply to all fuel purchased and used by the Project in the state.
Implement the Short-Lived Climate Pollutant Strategy by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	When adopted, the Project would be required to comply with this measure and reduce SLPS accordingly.
50% reduction in black carbon emissions below 2013 levels.		**Not applicable.** This measure is not within the purview of this Project.
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	**Not applicable.** This measure is not within the purview of this Project.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	When adopted, the Project would be required to comply with the Cap-and-Trade Program if it generates emissions from sectors covered by Cap-and-Trade.
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	**Not applicable.** This measure is not within the purview of this Project.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		**Not applicable.** This measure is not within the purview of this Project.

Action	Responsible Parties	Consistency
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		**Not applicable.** This measure is not within the purview of this Project.
Establish scenario projections to serve as the foundation for the Implementation Plan		**Not applicable.** This measure is not within the purview of this Project.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	**Not applicable.** This measure is not within the purview of this Project.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	**Not applicable.** This measure is not within the purview of this Project.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	**Not applicable.** This measure is not within the purview of this Project.

Consistency with the Redlands CAP. The City of Redlands adopted its CAP in December 2017. The CAP did not identify any required measure to achieve the 2030 emission targets. However, the CAP did recommend several measures that would achieve GHG reductions including providing solar photovoltaic systems, increasing energy efficiency 5% over 2016 standards, and using high efficiency lighting, and reducing GHG emissions associated with water delivery and treatment by 10%. In support of these measures the Project would increase energy efficiency approximately 30% over 2016 standards primarily through high efficiency of lighting. Additionally, the Project would comply with CALGreen indoor water requirements, which represent a 20% reduction in water use, and the Redlands MWELO, which would reduce outdoor water use. Thus, the Project would not obstruct the City of Redlands CAP GHG reduction and would therefore have a less than significant impact.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) 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 it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) 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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The discussion below is based on the Phase I Environmental Site Assessments, prepared by Force Environmental, Inc., included as Appendix F1 and F2 and the Phase II Environmental Site Assessment, prepared by Force Environmental, Inc., included as Appendix G.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. A hazardous material is defined as any material that, due to its 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 environment. Hazardous materials include, but

are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction

The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements, which the project construction activities are required to strictly adhere to. These regulations include: the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, the routine transport, use or disposal of hazardous materials during construction activities of the project would be less than significant.

Operation

The Project involves construction of 131 multi-family residential uses and 10,550 SF of restaurant space. Residential and commercial uses typically do not present a hazard associated with the accidental release of hazardous substances into the environment because residents and retail/office employees are not anticipated to use, store, dispose, or transport large volumes of hazardous materials. Typically used hazardous materials include solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities within the residential and commercial buildings. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the Project. Therefore, the Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

b) 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?

Less Than Significant Impact.

Construction

Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of best management practices (BMPs) during construction are implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit (and included as PPP WQ-1). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Underground Storage Tanks & Shooting Range. As discussed in the Phase I Environmental Site Assessment conducted for 212 Brookeside Avenue, two recognized environmental conditions (RECs) were identified. Based on a review of records at the City of Redlands Department of Building and Safety, an underground diesel fuel storage tank (UST) was removed from the site in 1996. The UST was replaced with an aboveground diesel fuel storage tank. No soil sampling report was found for the removal of this UST. Additionally, during site reconnaissance, significant quantities of used bullet shells and bullet fragments were found inside the now-demolished shooting range room. The Phase I Environmental Site Assessment concluded that there is a potential for lead from bullets accumulating in soil within the shooting range. As such, a Phase II Environmental Site Assessment was conducted with soils testing. Soils testing results indicated low concentrations of petroleum hydrocarbons in soils in two samples and low concentrations of lead. However, these concentrations were below the Department of Toxic Substances (DTSC) residential and commercial limits. As such, the Phase II Environmental Site Assessment concluded that no additional testing was needed. Therefore, impacts related to the former UST and shooting range would be less than significant.

Operation

Operation of the proposed multi-family residences and restaurants involve use and storage of common hazardous materials such as paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides. Normal routine use of these typical commercially used products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity of the Project.

c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. As described previously, the proposed mixed-use Project would not produce hazardous emissions or handle acutely hazardous materials, substances, or wastes. The nearest schools to the Project site are McKinley Elementary School located at 645 W. Olive Avenue, which is 0.35-mile from the Project site, and Redlands High School located at 840 E. Citrus Avenue, which is 0.69-mile from the Project site. As such, the Project site is not located within one-quarter mile of any existing or proposed schools. Therefore, the Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of a school and impacts would be less than significant.

d) 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 it create a significant hazard to the public or the environment?

Less Than Significant Impact. According to the California Department of Toxic Substances Control (DTSC) EnviroStor database, the Project site is not located on a federal Superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site (DTSC 2022). Additionally, according to the State Water Resource Control Board's Geotracker database, the Project site is not located on a Leaking UST Cleanup Site, Cleanup Program Site, Military Cleanup Site, Military Privitized Site, or Military UST site (SWRCB 2022). Therefore, the proposed Project would result in less than significant impacts related to a known hazardous materials site pursuant to Government Code Section 65965.5 and would not create a significant hazard to the public or the environment.

e) For a project 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?

No Impact. The proposed Project is not within an airport land use plan; however, the proposed Project is located approximately 2.6 miles southwest from the Redlands Municipal Airport. According to the Figure 7-7: Airport Hazards, within the City's General Plan, the Project site is not within a A: Runway Protection Zone, B1: Approach/Departure Zone, B2: Extended Approach/Departure Zone, C: Common Traffic Pattern, D:

Other Airport Environ, or within an Area of Special Compatibility Concern. Additionally, the proposed mixed-use development would be a maximum of four stories and approximately 55 ft in height at the parapet. Thus, the development would not be of a sufficient height to require modifications to the existing air traffic patterns at the airport and would not affect aviation traffic levels or otherwise result in substantial aviation-related safety risks. Therefore, the proposed Project would not result in an impact to an airport land use plan and would not result in a safety hazard or excessive noise for people residing or working in the Project area.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of new driveways and connections to existing infrastructure systems that would be implemented during construction of the proposed Project would not require closure of Eureka Street, W Citrus Avenue, or Brookside Avenue. Any temporary lane closures needed for utility connections or driveway construction would be required to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less than significant level.

Operation

Direct access to the Project site would be provided from driveways along W Citrus Avenue, Eureka Street, and Brookside Avenue. The Project driveways and internal access would be required through the City's permitting procedures to meet the City's design standards to ensure adequate emergency access and evacuation. Additionally, the drive aisles would be a minimum of 20-feet-wide, which would ensure adequate spacing for emergency access and evacuation. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Fire Department and/or Public Works Department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included as Municipal Code Chapter 15.20. As such, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project site is within an urbanized area of the City of Redlands. The Project site is bounded by residences and commercial uses to the west, W Citrus Avenue and commercial uses to the north, Eureka Street to the east, and Brookside Avenue to the south. The Project site is not adjacent to any wildland areas. According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022). As a result, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Existing Plans, Programs, or Policies

PPP WQ-1: SWPPP. As listed below in Section 10, *Hydrology and Water Quality*.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) 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:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
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	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The discussion below is based on the Preliminary Water Quality Management Plan, prepared by Hicks & Hartwick, Inc., included as Appendix H.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The proposed Project involves construction of a mixed-use development on the Project site.

Construction

Construction of the Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Pollutants of concern during Project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants, such as chemicals, liquid and petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste, could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters.

Construction of the Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Construction of the Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a stormwater pollution prevention plan (SWPPP) that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction Best Management Practices (BMPs) such as:

- Maximize the permeable area,
- Incorporate landscaped buffer areas,
- Maximize canopy interception with drought tolerant landscaping
- Low flow infiltration within sand filter zones
- Site design with minimum design standards
- Landscape design with minimum to no impervious surfaces
- Isolated roof run-off into proposed Treatment Control Facility

Adherence to the Construction General Permit requirements and implementation of the appropriate BMPs as ensured through the City's construction permitting process are included as PPP WQ-1, which would ensure that the Project would not violate any water quality standards or waste discharge requirements. Potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The proposed Project would include operation of multi-family residences and commercial restaurant uses, which would introduce the potential for pollutants such as, chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with the County of San Bernardino and the NPDES Areawide Stormwater Program, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. The proposed Project would install an onsite storm drain system that would convey runoff to an underground infiltration system. This system would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). The additional types of BMPs that would be implemented as part of the proposed Project are listed in Table HYD-1.

Table HYD-1: Types of BMPs Incorporated into the Project Design

Type of BMP	Description of BMPs
LID Site Design	Optimize the site layout: The site has been designed so that runoff from impervious surfaces would flow to underground infiltration systems. Overflow would be directed to planter boxes.
	Use pervious surfaces: Landscaping is incorporated into the Project design to increase the amount of pervious area and onsite retention of stormflows. Additionally, the Project would include planter boxes throughout the site.
Source Control	Storm Drain Stenciling: All inlets/catch basins would be stenciled with the words "No Dumping—Drains to River," or equivalent message.
	Need for future indoor & structural pest control: The buildings would be designed to avoid openings that would encourage entry of pests to minimize the use of pesticides.
	Landscape/outdoor pesticide use: Final landscape plans would accomplish all of the following: • Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution. • Consider using pest-resistant plants, especially adjacent to hardscape. • To ensure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions
	Roofing, gutters and trim: The architectural design would avoid roofing, gutters, and trim made of copper or other unprotected metals that may leach into runoff.
	Sidewalks and parking lots: Sidewalks and parking lots shall be swept regularly to prevent the accumulation of litter and debris. Debris from pressure washing would be collected to prevent entry into the storm drain system. Wash water containing any cleaning agent or degreaser would be collected and discharged to the sanitary sewer and not discharged to a storm drain.
Treatment Control	The infiltration systems proposed for the Project would detain runoff, filter it prior to discharge.

With implementation of the operational source and treatment control BMPs that are outlined in the Preliminary WQMP (Appendix H) that would be reviewed and approved by the City during the project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Therefore, impacts would be less than significant.

b) 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. The proposed Project would not deplete groundwater supplies. The Project site is underlain by the Bunker Hill Subbasin and Yucaipa Subbasin. The City extracts water from the Bunker Hill Subbasin and Yucaipa Subbasin (UWMP 2020). As of 2020, the groundwater from Bunker Hill totals 48.4% and the groundwater from Yucaipa Subbasin totals 1.1% of the City's annual water production.

Water pumping from the Bunker Hill Subbasin is adjudicated, which limits the allowable groundwater extraction to ensure a safe yield. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the Project would not pump water from the Project area (as water supplies would be provided by the City), the proposed Project would not result in a substantial depletion of groundwater supplies.

In addition, development of the proposed Project would result in large areas of impervious surfaces on the Project site. However, the Project would install an onsite storm drain system that would convey runoff to infiltration chambers within the parking areas. In addition, the Project includes areas of landscaping that would infiltrate stormwater onsite. Stormwater capture would be compliant with the Design Capture Volume (DCV) requirements of the San Bernardino County Stormwater Program through the implementation of infiltration, biotreatment, and Water Quality Credits. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The proposed Project would have a less than significant impact.

c) 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:

i. result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. As described previously, existing regulations require the project to implement a project specific SWPPP during construction activities, that would implement erosion control BMPs, such as silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. to reduce the potential for siltation or erosion during Project construction. In addition, the Project is required to implement a WQMP, included as PPP WQ-2, that would provide operational BMPs to ensure that operation of the multi-family residences and restaurants would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation onsite or off-site would be less than significant.

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less Than Significant Impact. As discussed previously, the Project would install an onsite storm drain system that would convey runoff to underground infiltration systems that would capture and filter runoff. In addition, the Project includes 17,303 SF of landscaping that would capture stormwater onsite. These drainage facilities have been designed to accommodate the Project. The drainage facilities in drainage management area (DMA) 1 of the site have been designed to accommodate 8,631 cubic feet of stormwater and DMA 2 of the site has been designed to accommodate 2,330 cubic feet of stormwater. Additional stormwater capture and treatment methods such as biotreatment and Water Quality Credits would be applied to comply with San Bernardino County Stormwater Program requirements. As such, impacts related to flooding resulting from alteration of drainage patterns would be less than significant.

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

Less Than Significant Impact. As discussed previously in Response 6.3.10(a), construction of the proposed Project has the potential to introduce pollutants to the storm drainage system from erosion, siltation, and accidental spills. However, as required by PPP WQ-1, a SWPPP would be implemented to reduce potential impacts to water quality, including those impacts associated with soil erosion, siltation, and spills, so as not to provide additional sources of polluted runoff to the storm drain system. Therefore, construction impacts related to the provision of substantial additional sources of polluted runoff would be less than significant, and no mitigation is required.

The Project would realign existing storm drains lines within the site and install new storm drain lines throughout the site. Additionally, the Project would install multiple planter boxes for stormwater infiltration (17,303 SF of landscaping) and infiltration chambers under the proposed parking lot. These drainage facilities have been designed to accommodate the Project and would reduce potential additional sources of polluted runoff to a less than significant level.

iv. impede or redirect flood flows?

Less Than Significant Impact. According to FEMA's FIRM Flood Map, the northeastern tip of the Project site is located in Flood Zone AO, which means that portion of the Project site has the potential for shallow flooding during 100-year storm events. Since the proposed Project is partially within Zone AO, it must comply with City of Redlands Municipal Code Chapter 15.32, *Flood Damage Prevention*. Compliance measures include constructing occupiable building floors at least 2 feet above the estimated 100-year flood level to limit impacts from flooding. With compliance with Municipal Code Chapter 15.32, the proposed Project would not impede or redirect flood flows and impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. According to FEMA's FIRM Flood Map, the northeastern tip of the Project site is located in Flood Zone AO, which means that portion of the Project site has the potential for shallow flooding during 100-year storm events. Since the proposed Project is partially within Zone AO, it must comply with City of Redlands Municipal Code Chapter 15.32, *Flood Damage Prevention*. With compliance with Municipal Code Chapter 15.32, the proposed Project would not risk release of pollutants due to Project inundation and impacts would be less than significant.

Tsunamis are generated ocean wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The proposed Project is approximately 50 miles from the ocean shoreline. Based on the inland location of the Project site, the Project site is not at risk of inundation from tsunami. Therefore, the proposed Project would not risk release of pollutants from inundation from a tsunami and no impacts would occur.

A seiche is a phenomenon that occurs when seismic ground shaking induces standing waves inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. The Project site is not located adjacent to any water retention facilities. For this reason, the Project site is not at risk of inundation from seiche waves. Therefore, the proposed Project would not risk release of pollutants from inundation from seiche and no impacts would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Project site is fully vacant and was previously developed, and the proposed Project would result in a substantial increase of imperviousness. As described above, the proposed storm drain system is sized to adequately accommodate increased stormwater flows from the Project area and would maintain the existing drainage pattern of the site. Runoff would discharge into one of onsite infiltration chambers or planter boxes, which would retain, slow, and/or filter the runoff before its discharge through new storm drain connections to the existing storm drain infrastructure.

As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the project permitting and approval

process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

Also as described previously, groundwater is adjudicated, which limits the allowable groundwater extraction to ensure a safe yield. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the Project would not pump water from the project area (as water supplies would be provided by the City), the proposed Project would not conflict with or obstruct a groundwater management plan, and no impacts would occur.

Existing Plans, Programs, or Policies

PPP WQ-1: Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) pursuant to the Municipal Code Chapter 13.54. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Redlands staff or its designee to confirm compliance.

PPP WQ-2: Prior to grading permit issuance, the project developer shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The project shall comply with the City's Municipal Code Section 13.54 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the Project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) 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?	☐	☐	☒	☐

a) Physically divide an established community?

No Impact. The Project site is currently vacant and disturbed within an urbanized portion of the city surrounded by commercial, public institution, and residential uses. The proposed Project would develop the site to provide a mixed-use development with 131 multi-family residential units, 10,550 SF of restaurant space, recreational areas, and associated parking. The Project would not physically divide an established community and will be consistent with the mixed-use character of the surrounding Downtown Redlands area. In addition, the Project would not change roadways, pedestrian bridges, or install any infrastructure that would result in a physical division. Thus, the proposed Project would not result in impacts related to physical division of an established community.

b) 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. The documents regulating land use for the Project site and immediate vicinity are the City's General Plan and the City's Municipal Code. The proposed Project's relationship to these planning documents is described below.

General Plan. The Project site has a General Plan designation on Commercial. Additionally, the entire Project site is within the Transit Villages overlay. These General Plan designations do not have the purpose of avoiding or mitigating an environmental effect.

The proposed Project is a mixed-use development with a residential density of approximately 45.6 du/ac. The Commercial designation allows for residential and mixed-use development, which the Project would be consistent with.

Table LU-1: General Plan Consistency

General Plan Policies	Project Consistency
Distinctive City	
2-A.1 Provide for the equitable distribution of public facilities and amenities, such as parks and public facilities, throughout Redlands.	**Consistent.** The Project would provide enhanced public sidewalks along Brookside Avenue and Eureka Street, which would enhance pedestrian connectivity in Downtown Redlands.
2-A.4 Maintain continuity in streetscape design along major streets and avenues that traverse north and south – California, Nevada, Alabama, Tennessee, Orange, Church, University, Judson, and Wabash; and those that traverse east and west –	**Consistent.** The Project would enhance the streetscape designs, consistent with the City of Redlands's General Plan, along W Citrus Avenue, Eureka Street, and Brookside Avenue. The Project would provide ground floor restaurant uses on the corner of Brookside

Pioneer, San Bernardino, Lugonia, Redlands Boulevard, and Citrus.	Avenue and Eureka Street, which is consistent with surrounding commercial uses along these streets.
2-A.8 Insist on high-quality development and revitalization in older neighborhoods, such as the Orange Street and Colton Avenue commercial corridors, that is sensitive to historic architecture, and provides a broad range of retail, restaurants, professional services, and offices that meet the community's needs. Build a sense of community in these commercial areas.	**Consistent.** The Project would develop the underutilized, infill site with a mixed-use development. Project development includes design features to ensure sensitivity to surrounding historical architecture.
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.	**Consistent.** The proposed Project would be within the Transit Villages Overlay. The Project would complement surrounding commercial uses by providing a mixed-use development with restaurants, residential units, and public/private open space in the Downtown Redlands area.
2-A.18 Promote a safe and secure environment near transit stations through design, adjacent land use considerations, public space programming, and coordination with public safety providers.	**Consistent.** The Project would be reviewed by the City of Redlands Police Department and City of Redlands Fire Department to ensure that accurate safety measures are provided, including security lighting and parking lot lighting.
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.** The Project site is currently vacant and does not contain any buildings. As such, no buildings over 50-years-old would be demolished.
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.	**Consistent.** The Project is bounded by Brookside Avenue, W Citrus Avenue, and Eureka Street. Brookside Avenue is considered a historic street. The proposed Project would be consistent with the development standards set forth by the City and would compliment the architecture of the historic U.S. Post Office building across Brookside Avenue.

• 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.	
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.	**Consistent.** The proposed Project would include exterior lighting in the public open space and surrounding Project buildings. The Project would be conditioned to provide a photometric study. All exterior lighting will be required to be properly shielded and concealed to reduce light pollution.
2-A.71 Using an annually updated Archaeological Resource Sensitivity Map, review proposed development projects to determine whether a site contains known prehistoric or historic cultural resources and/or to determine the potential for discovery of additional cultural resources.	**Consistent.** As discussed in Section 6.5, *Cultural Resources,* a review of the SCCIC was conducted. The Project site does not contain any known archaeological or historical resources. However, there is a potential that during ground disturbing activities, archaeological resources are uncovered. As such, the Project would incorporate MM CUL-1 requiring archaeological monitoring. With implementation of MM CUL-1, impacts would be less than significant.
2-A.72 Require that applicants for projects identified by the South Coastal Information Center as potentially affecting sensitive resource sites hire a consulting archaeologist to develop an archaeological resource mitigation plan and to monitor the project to ensure that mitigation measures are implemented.	
2-A.73 Require that areas found during construction to contain significant historic or prehistoric archaeological artifacts be examined by a qualified consulting archaeologist (RPA certified) or historian for appropriate protection and preservation.	
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.	**Consistent.** As discussed in Section 6.18, *Tribal Cultural Resources,* in compliance with AB 52 requirements, the City sent letters to multiple Native American tribes. The San Manuel Band of Mission Indians requested consultation regarding the proposed Project. The San Manuel Band of Mission Indians consulted with City on May 3, 2022 and stated that the Project site is within Serrano ancestral territory. However, the Tribe stated that due to the nature and location of the Project site, the Tribe does not have any concerns with the Project's implementation. However, the San Manuel Band of Mission Indians requests that in addition to MM CUL-1,

	the Tribe be notified of any incidental discoveries of cultural resources and requests that a tribal monitor be retained if any incidental discoveries occur. Mitigation Measures TCR-1 has been included to require a Monitoring and Treatment Plan and Native American monitoring of excavation and grading activities if cultural resources are unearthed by Project construction activities. Therefore, the proposed Project would result in significant impacts to tribal cultural resources.
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.	**Consistent.** As discussed in Section 6.3.7, *Geology and Soils,* soils underlying the Project site are mapped as younger and older surficial deposits, more specifically very young wash deposits, active (Qvyw) and very old axial-valley deposits, Unit 3 (Qvoa3). While the younger deposits typically do not contain significant vertebrate fossils within the uppermost layers, it is likely there are underlaying sediments of older Quaternary deposits. As such, MM PAL-1 is included to require paleontological monitoring and preparation of a PRMP. With implementation of MM PAL-1, impacts would be less than significant.
2-A.76 Establish a procedure for the management of paleontological materials found on-site 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.	
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.	**Consistent.** The proposed Project would include the development of a mixed-use development within the Downtown Redlands area. The proposed buildings would include 131 multi-family dwelling units and 10,550 SF of restaurant space. The Project would result in a residential density of 45.6 dwelling units per acre, which would be above High-Density Residential standard, but within the allowed density set forth by the proposed Transit Villages Specific Plan.
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.** The proposed Project would develop the site with 131 multi-family dwelling units and 10,550 SF of restaurant space. Additionally, the Project would include a 9,770 SF roof deck, a 7,380 SF pool plaza, a 5,356 SF spa plaza, and a 527 SF upper lounge,

	which would provide for increased residences and activity in Downtown Redlands.
2-A.98 Promote a variety of housing types to attract a spectrum of households to live Downtown.	**Consistent.** The proposed Project include 131 multi-family dwelling units including studios, 1-bedroom units, and 2-bedroom units to provide a variety of housing within the Downtown Redlands area.
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	**Consistent.** As discussed above, the proposed Project would develop the site with 131 multi-family dwelling units and 10,550 SF of restaurant space. Additionally, the Project would include a 9,770 SF roof deck, a 7,380 SF pool plaza, a 5,356 SF spa plaza, and a 527 SF upper lounge.
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 proposed Project would be scaled, buffered, and designed to be compatible with the surrounding commercial uses and historic architecture throughout Redlands.
3-A.19 Support opportunities to enhance innovation through business incubators, expanded broadband and digital infrastructure, live-work spaces, mixed-use development, and policies that accommodate other industry innovations at the Redlands Municipal Airport, along Colton Avenue and Orange Street, Downtown, and in the Transit Villages.	**Consistent.** As discussed above, the proposed Project would develop the site with 131 multi-family dwelling units and 10,550 SF of restaurant space. Additionally, the Project would include a 9,770 SF roof deck, a 7,380 SF pool plaza, a 5,356 SF spa plaza, and a 527 SF upper lounge.
3-A.34 Encourage and support unique specialty retail and restaurant uses in the Downtown core.	**Consistent.** As discussed previously, the proposed Project would develop the site with 131 multi-family dwelling units and 10,550 SF of restaurant space. Additionally, the Project would include a 9,770 SF roof deck, a 7,380 SF pool plaza, a 5,356 SF spa plaza, and a 527 SF upper lounge.
3-A.37 Ensure adequate parking Downtown and efficiency in traffic flow to enable the continued revitalization of the commercial core	**Consistent.** Street parking along the boundaries of the Project. In addition, a parking garage would be provided for residents and a surface parking lot would be provided for restaurant guests.
3-A.39 Encourage and support the development of additional housing Downtown to increase the vitality and diversity of Downtown retail and services.	**Consistent.** The proposed Project would include 131 multi-family dwelling units which would provide additional housing Downtown. As the Project proposes a mixed-use development, it would provide diverse uses to the Downtown area.
3-A.40 Enhance and expand the public spaces Downtown (streetscapes, plazas, parks) to improve the pedestrian experience.	**Consistent.** Sidewalks would be provided throughout the Project and new sidewalks would be constructed along Eureka Street and Brookside Avenue to improve the pedestrian experience.
Livable Community	
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.	**Consistent**. The proposed Project would develop an underutilized site within Downtown and would not affect any agricultural land within the City as the existing Project site is vacant and was previously developed with public/institutional uses.
4-A.3 Ensure that infill development complements existing development in use, design, and scale, and	**Consistent.** The proposed Project would be scaled and designed to be compatible with the Downtown

that it supports the cohesion and integration of the city's development pattern.	architectural styles within the City including Spanish Mission and 19th Century, and Mediterranean Style Contemporary.
4-A.7 Promote a range of residential densities to encourage a mix of housing types in varying price ranges and rental rates.	**Consistent.** The proposed Project would include 131 multi-family dwelling units which would include studios, one-bedroom, and two-bedroom units. The proposed dwelling units would vary in price range and provide a mix of housing types.
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.	**Consistent.** As mentioned above, the proposed Project would include 131 multi-family dwelling units which would include studios, one-bedroom, and two-bedroom units. The proposed dwelling units would vary in price range and provide a mix of housing types.
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.	**Consistent.** As mentioned above, the proposed Project would include 131 multi-family dwelling units which would include studios, one-bedroom, and two-bedroom units. The units would vary in price based on size and location.
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 Project would include 131 multi-family dwelling units located Downtown which would be accessible to transit.
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. T**he proposed Project would develop the site with 131 multi-family dwelling units and 10,550 SF of restaurant space. Additionally, the Project would include a 9,770 SF roof deck, a 7,380 SF pool plaza, a 5,356 SF spa plaza, and a 527 SF upper lounge.
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.	**Consistent.** As mentioned previously, the proposed Project would develop the site with 131 multi-family dwelling units and 10,550 SF of restaurant space. Additionally, the Project would include a 9,770 SF roof deck, a 7,380 SF pool plaza, a 5,356 SF spa plaza, and a 527 SF upper lounge.
4-A.95 Promote infill development to create a continuous corridor of mixed-use and commercial activity.	**Consistent.** The proposed Project would be an infill development that would develop an underutilized site with multi-family dwelling units, amenity areas, and restaurant space.
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.** The proposed Project would include sidewalks and transit access that would increase walkability and improve the pedestrian experience.
4-A.98 Create greater opportunity to intensify and consolidate land uses on adjacent parcels and connect existing assets through infill development.	**Consistent.** The proposed Project would consist of an infill development that would develop an underutilized site with a mixed-use development that would be similar to the surrounding uses.
4-A.121 Encourage a centrally-located mix of uses to promote activity and economic vitality.	**Consistent.** The proposed Project would develop the site with 131 multi-family dwelling units and 10,550 SF of restaurant space. Additionally, the Project would include a 9,770 SF roof deck, a 7,380 SF pool plaza, a 5,356 SF spa plaza, and a 527 SF upper lounge.

4-A.150 Encourage the undergrounding of utilities for all new development.	**Consistent.** The proposed Project would install new onsite utilities that would be underground and connect to existing lines.
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.** The proposed Project would undergo plan checks that would allow for Police and Fire review to ensure building and site design safety requirements are met.
Connected City	
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.	**Consistent.** The proposed Project would be designed to include sidewalks and bike lanes to facilitate pedestrian and bicyclists with accessibility to and from the Project site. The Project would undergo City review which would ensure appropriate emergency vehicle access and circulation is provided.
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.** The proposed Project would undergo City review to ensure adequate emergency access is provided throughout the Project site.
5-A.68 Provide for direct pedestrian paths and access from new developments to the nearest public transportation stop.	**Consistent.** The nearest Omnitrans bus stop is located directly adjacent to the Project site on Brookside Avenue. Sidewalks would be provided throughout the site and along Eureka Street and Brookside Avenue which would provide access to the bus stop and connect to existing sidewalks.
5-A.73 Provide adequate parking availability Downtown for residents, commuters, visitors, and shoppers throughout the day.	**Consistent.** As mentioned previously, a parking garage would be provided for residents and a surface parking lot would be provided for restaurant patrons and would be adequate for residents, commuters, visitors, and shoppers.
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.	**Consistent.** As mentioned previously, a parking garage would be provided for residents and a surface parking lot would be provided for restaurant patrons.
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.	**Consistent.** The proposed Project would undergo City review to ensure that the Project meets the minimum parking requirements. Parking would be included onsite which would not result in off-site parking.
Vital Environment	
6-A.35 Promote the use of Low Impact Development strategies, BMPs, pervious paving	**Consistent.** The proposed Project would include 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.	materials, and on-site infiltration for treating and reducing stormwater runoff as discussed in the WQMP included as Appendix H.
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.	**Consistent.** A preliminary WQMP was prepared for the Project and is included as Appendix H. The hydrology report ensures that post-development peak stormwater runoff discharge rates would not exceed the estimated pre-development rates.
Healthy Community	
7-A.35 Implement street design features that facilitate walking and biking in both new and established areas. Require a minimum standard of these features for all new developments.	**Consistent.** Sidewalks would be provided throughout the Project and new sidewalks would be constructed along Eureka Street and Brookside Avenue to improve the pedestrian experience.
7-A.46 Encourage the provision of bike lockers, bike-sharing, and other methods of supporting active transportation that can contribute to healthy lifestyles.	**Consistent.** The proposed Project would include bike racks and bike locker rooms throughout the Project site to support active transportation in the City.
7-A.75 Consider the impacts to health and safety from potential flooding on future development in flood-prone areas, including Downtown Redlands. Ensure that new development follows appropriate design standards.	**Consistent.** The Project has been designed to reduce flooding impacts by including landscaping throughout the site. Additionally, buildings would be designed to be above the flood line in order to minimize impacts related to flooding.
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	**Consistent.** The proposed Project would undergo City review which includes Redlands Fire Department review. The Fire Department would ensure the Project complies with all fire safety regulations.
7-A.107 Continue to restrict development within Alquist-Priolo Earthquake Fault Zones and along other active and potentially active faults that have not yet received Alquist-Priolo classification	**Consistent.** The proposed Project is not within an Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo Earthquake Fault Zone is approximately 2.7 miles to the northeast. In addition, the Project would comply with Title 24 of the California Building Code as included in Chapter 15.04 of the City's Municipal Code.
7-A.109 Require areas identified as having significant liquefaction potential (including secondary seismic hazards such as differential compaction, lateral spreading, settlement, rock fall, and landslide) to undergo geotechnical study prior to development and to mitigate the potential hazard to a level of insignificance or, if mitigation is not possible, to preserve these areas as open space or agriculture.	**Consistent.** A geotechnical report was prepared for the proposed Project included as Appendix D. Based on the geotechnical report, the proposed Project site is not located within an area identified as having liquefaction potential.
7-A.114 For new construction and exterior building expansions including multistory additions or lateral expansions as deemed appropriate by the City Building Department, require the preparation of a geotechnical/soils/geologic report by a registered civil geotechnical/soils engineer and a certified engineering geologist. This report shall address erodible or expansive and collapsible soils, existing	**Consistent.** As mentioned above, a geotechnical report was prepared for the proposed Project included as Appendix D. The geotechnical report addresses geologic concerns on the site and provides recommendations for Project grading and construction.

or potential landslides, areas with unsuitable percolation characteristics, large-scale subsidence, non-rippable bedrock areas, ground motion parameters, active/potentially active faulting, liquefaction, and any other geotechnical concepts as appropriate, and make recommendations for mitigating any potential adverse impacts.	
7-A.115 Require soil erosion mitigation during construction.	**Consistent.** The proposed Project would include preparation of a SWPPP to mitigate any potential soil erosion during construction.
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.	**Consistent**. The proposed Project would redevelop the vacant site with a mixed-use development. As discussed in Section 6.3.9, *Hazards*, the Project site does not contain any contaminated soils.
7-A.124 Prohibit the development of projects that would reasonably be anticipated to emit hazardous air emissions or handle extremely hazardous substances within a quarter mile of a school.	**Consistent.** The proposed Project would develop 131 multi-family residential units and 10,550 SF of restaurant space. The proposed Project would not emit hazardous air emissions or handle extremely hazardous substances. In addition, the closest schools are McKinley Elementary School, located approximately 0.33 miles south of the Project site, and Redlands High School, located approximately 0.69 miles east of the Project site.
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.	**Consistent.** A noise study was prepared for the proposed Project included as Appendix I. As demonstrated by the Noise Impact Analysis, the Project would satisfy the City of Redlands 45 dBA CNEL residential interior noise level standards, which would be verified as a part of the permit issuance and building plan check process.
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	**Consistent**. As mentioned above, a noise study was prepared for the proposed Project included as Appendix I. As demonstrated by the Noise Impact Analysis, the Project would satisfy the City of Redlands 45 dBA CNEL residential interior noise level standards, which would be verified as a part of the permit issuance and building plan check process.
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.	**Consistent.** The proposed Project would not exceed noise levels that exceed the standards set forth in Table 7-10. As demonstrated by the Noise Impact Analysis, the Project would satisfy the City of Redlands 45 dBA CNEL residential interior noise level standards, which would be verified as a part of the permit issuance and building plan check process.

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.** The proposed Project would be consistent with the noise standards set by the City's Municipal code. As discussed in Section 6.3.13, *Noise*, projected construction and operational noise levels at surrounding sensitive receptors, including nearby residences, would be within allowable limits.
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.	**Consistent.** As discussed in Section 6.3.3, *Air Quality,* the proposed Project would minimize short-term impacts to air quality and impacts related to air quality during construction would be less than significant. In addition, a SWPPP would be prepared for the proposed Project in compliance with City requirements.
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.	**Consistent.** The proposed Project would include landscaping along the boundaries of the site and throughout the Project. In addition, the proposed mixed-use development would not exceed operational Air Quality or GHG thresholds and would not significantly impact air pollution on sensitive receptors.
Sustainable Community	
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.** The proposed Project would implement Title 24 building standards and California Green Building Standards as included in Chapter 15.16 of the City's Municipal Code.
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 discussed above, the Project would comply with the California Green Building Standards as included in Chapter 15.16 of the City's Municipal Code.
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 would include street trees along the Project boundaries and throughout the site.
8-A.25 Encourage water conservation through the following strategies: • Establish water and wastewater rates that encourage conservation and provide for system maintenance.	**Consistent.** The proposed Project would include landscaping and irrigation consistent with CalGreen requirements which would be designed to reduce water demand, retain runoff, decrease flooding, and recharge groundwater.

• Update the landscape irrigation ordinance to continue reducing the use of potable water for landscape irrigation to CALGreen requirements. All aspects of landscaping from the selection of plants to soil preparation and the installation of irrigation systems should be designed to reduce water demand, retain runoff, decrease flooding, and recharge groundwater. • Establish incentives for use of water efficient fixtures and fittings. • Expand the current landscaping ordinance for parking lots (Section 18.168.210 of the Municipal Code) to encourage the use of drought tolerant species. • Promote the use of permeable surfaces for hardscape. Impervious surfaces such as driveways, streets, and parking lots should be minimized so that land is available to absorb stormwater, reduce polluted urban runoff, recharge groundwater, and reduce flooding. • Incorporate water holding areas such as creek beds, recessed athletic fields, ponds, cisterns, and other features that serve to recharge groundwater, reduce runoff, improve water quality, and decrease flooding into the urban landscape.	
8-A.37 Promote design in new development that incorporates space for recycling containers and other waste diversion facilities.	**Consistent.** The proposed Project would include recycling containers for onsite waste. Additionally, the Project would comply with AB 341 that requires diversion of a minimum of 75 percent of operational solid waste
8-A.39 Continue implementation and enforcement of the California Building and Energy codes to promote energy efficient building design and construction.	**Consistent.** As mentioned previously, the proposed Project would comply with the CBC and California Green Building Standards Code as included in Chapter 15.16 and 15.04.

Existing Plans, Programs, and Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the Project:				
a) 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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) 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?

No Impact. In 1975, the California Legislature enacted the Surface Mining and Reclamation Act (SMARA), which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs): MRZ-1: An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence; MRZ-2: An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence; MRZ-3: An area containing mineral deposits, the significance of which cannot be evaluated; and MRZ-4: An area where available information is inadequate for assignment to any other MRZ zone.

As shown in Figure 6-4 of the City's General Plan, the Project site is located within MRZ-3. Additionally, the site has not been historically used for the extraction of mineral resources. Therefore, development of the site would not result in the loss of availability of a known mineral resource and no impacts would occur.

b) 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?

No Impact. As discussed in Response 6.3.12(a), no known valuable mineral resources exist on or near the Project site, and no mineral resource extraction activities occur on the site. In addition, the Project site has not been historically used for mineral resource extraction. Therefore, no impacts related to the loss of availability of a locally important mineral resource recovery site, as delineated on a local general plan, specific plan, or other land use plan, would occur as a result of Project implementation.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the Project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) 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 discussion below is based on the City Center Noise Impact Analysis prepared by Urban Crossroads, included as Appendix I.

Noise Element of the General Plan

The City's General Plan Noise Element (Section 7.5) establishes limitations on sound levels to be received by various land uses. New development may cause existing noise-sensitive land uses to be affected by noise generated from new developments, or it may locate a sensitive use in such a place that it is adversely affected by noise. Of particular attention to the City of Redlands are noise levels near loud transportation corridors, including roadways, the airport, railways. The Noise Element also states that typical noise standards for sensitive land uses include 60 dBA CNEL for exterior areas and 45 dBA CNEL for interior areas for single family, duplex, and multiple family land uses.

Municipal Code

Section 8.06.070 and Section 8.06.080 of the City's Municipal Code outline the exterior and interior noise standards for stationary noise sources, as shown in Table N-1 below.

Table N-1: Significance Thresholds

Receiving Land Use Category	Exterior Time Period	Exterior Noise Level - dBA	Interior Time Period	Interior Noise Level - dBA
Residential districts; public space; institutional	10:00 P.M. - 7:00 A.M.	50 dBA Leq	Anytime	45 dBA Leq
	7:00 A.M. - 10:00 P.M.	60 dBA Leq		
Commercial	10:00 P.M. - 7:00 A.M.	60 dBA Leq	Anytime	50 dBA

	7:00 A.M. - 10:00 P.M.	65 dBA Leq		

Source: City of Redlands's Municipal Code Sections 8.06.070 and 8.06.080

In addition, it is unlawful to cause the noise level on any residential property to exceed these interior noise standards:

1. For a cumulative period of more than 5 minutes in any hour;
2. Plus 5 dB(A) for a cumulative period of more than 1 minute in any hour; or
3. Plus 10 dB(A) for any period of time.

Section 8.06.120 of the City's Municipal Code states that the noise standards shall not apply to noise sources associated with new construction, remodeling, rehabilitation, or grading of any private property, provided such activities take place between the hours of 7:00 am and 8:00 pm on weekdays, including Saturdays, with no activity taking place at any time on Sundays or federal holidays. In addition, all motorized equipment used in such activities are required to be equipped with functioning mufflers.

Existing Noise Levels

As detailed in the Noise Impact Analysis (Appendix I), to identify the existing ambient noise level environment, 24-hour noise level measurements were taken at six locations in the Project study area. The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations, as possible to assess the existing ambient hourly noise levels surrounding the Project site. See Figure N-1, *Noise Measurement Locations*.

A description of the locations and the existing noise levels are provided in Table N-2.

Table N-2: 24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]	
		Daytime	Nighttime
L1	Located north of the Project site near single-family residence at 321 West State Street.	49.3	48.0
L2	Located southeast of the Project site near single-family residence at 124 West Vine Street.	58.8	59.4
L3	Located south of the Project site near Cortner Chapel at 221 Brookside Avenue.	55.3	53.8
L4	Located west of the Project site near single-family residence at 18 Kendall Street.	52.7	56.5

[1] See Figure N-1 for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix I
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: Urban Crossroads, 2022 (Appendix I)

Sensitive receptors adjacent to the Project site are shown in Figure N-2, *Receiver Locations*.

R1: Location R1 represents existing noise sensitive residence at 321 West State Street, approximately 71 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the existing noise sensitive residence at 124 West Vine Street, approximately 370 feet southeast of the Project site. Receiver R2 is placed at the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing noise sensitive Cortner Chapel at 221 Brookside Avenue, approximately 135 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

R4: Location R4 represents the existing noise sensitive residence at 11204 Lilac Avenue, approximately 11 feet west of the Project site. Receiver R4 is placed at the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

Figure N-1 Noise Measurement Locations



Figure N-2: Receiver Locations



a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Construction

As described above, General Plan and Municipal Codes do not identify specific construction noise level limits and Section 8.06.120 of the City's Municipal Code exempts construction noise between the hours of 7:00 am and 8:00 pm on weekdays, including Saturdays, with no activity taking place at any time on Sundays or federal holidays. The Project would comply with the City's construction hours regulations, as verified by standard City Conditions of Approval. Neither the City's General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Thus, a construction-related noise level threshold is applied from the Criteria for Recommended Standard: Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health (NIOSH). A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations a construction-related NIOSH noise level threshold of 85 dBA Leq is used (Urban Crossroads, 2022).

The highest construction noise levels are expected to occur when the temporary construction activities take place at the closest point for the center of Project construction activity to each of any nearby sensitive receiver locations. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels, as shown on Table N-3. Construction of the proposed Project is anticipated to occur in the following stages:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

The noise generated from construction of the Project has been estimated using reference construction equipment noise levels and the CadnaA noise prediction model, which are listed in Table N-4, below. For each phase of construction, the nearest piece of equipment was analyzed at the closest distance of the proposed activity to the nearest sensitive receptor. Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

Table N-3: Construction Equipment Noise Levels

Construction Stage	Reference Construction Activity[1]	Reference Noise Level @ 50 Feet (dBA L_{eq})	Highest Reference Noise Level (dBA L_{eq})
Site Preparation	Crawler Tractors	77	77
	Hauling Trucks	71	
	Rubber Tired Dozers	71	
Grading	Graders	79	79
	Excavators	64	

	Compactors	67	
Building Construction	Cranes	67	72
	Tractors	72	
	Welders	65	
Paving	Pavers	70	70
	Paving Equipment	69	
	Rollers	69	
Architectural Coating	Cranes	67	67
	Air Compressors	67	
	Generator Sets	67	

[1] Update of noise database for prediction of noise on construction and open site expressed in hourly average L_{eq} based on estimated usage factor.
Source: Urban Crossroads, 2022 (Appendix I)

The noise volumes in Table N-3 were applied to the locations of the closest sensitive receptors, the closest of which is R4, the backyard of the existing residence on Kendall Street. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As shown in Table N-4, the unmitigated construction noise levels are expected to range from 61.5 to 76.1 dBA L_{eq}, which would satisfy the 85 dBA L_{eq} significance threshold. Therefore, the noise impacts due to Project construction noise would be less than significant at all noise sensitive receiver locations.

Table N-4: Construction Equipment Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	69.1	71.1	64.1	62.1	59.1	71.1
R2	59.5	61.5	54.5	52.5	49.5	61.5
R3	65.9	67.9	60.9	58.9	55.9	67.9
R4	74.1	76.1	69.1	67.1	64.1	76.1

[1] Construction noise source and receiver locations are shown on Figure N-2.
[2] Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix I.
Source: Urban Crossroads, 2022 (Appendix I)

Operations

Development of the proposed Project would result in a mixed-use development with 131 multi-family dwelling units, amenity areas, and 10,550 SF of restaurant space. Potential long-term noise impacts associated with Project operation would include exterior traffic noise, operational noise, and stationary equipment noise.

Traffic Noise

The Project would generate 1,751 daily trips, including 143 trips during the AM peak hour and 133 trips during the PM peak hour (EPD 2022). The noise generated from these vehicular trips has been identified through utilization of the FHWA Roadway Noise Model, and a comparison of noise generated by traffic volumes with and without the Project is provided in Table N-5.

Neither the General Plan nor Municipal Code quantifies what constitutes a significant degradation of the future acoustic environment. Therefore, thresholds from the FTA T*ransit Noise and Vibration Impact Assessment* (2018) have been utilized, which identifies noise impacts by comparing the existing noise levels and the future noise levels with the proposed Project. Based on the FTA guidance, a substantial increase in ambient noise from vehicular traffic could occur when the noise levels at noise-sensitive land uses (e.g., residential, etc.) are less than 60 dBA CNEL and the Project creates an increase of 3 dBA CNEL or greater noise level increase; or when noise levels range from 60 to 65 dBA CNEL and the Project creates 2 dBA CNEL or greater noise level increase.

Table N-5 shows that in the 2025 buildout year, the cumulative plus Project off-site traffic noise level increases range from 0.0 to 0.8 dBA CNEL. Therefore, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels.

Table N-5: Existing Cumulative With Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Noise-Sensitive Land Use?	Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition		Limit	Exceeded?
1	Eureka St.	n/o Redlands Blvd.	Non-Sensitive	67.9	68.4	0.5	No	5.0	No
2	Eureka St.	s/o Redlands Blvd.	Non-Sensitive	67.0	67.8	0.8	No	5.0	No
3	Eureka St.	s/o Citrus Ave.	Sensitive	60.5	60.8	0.3	Yes	3.0	No
4	Brookside Ave.	e/o Eureka St.	Non-Sensitive	65.7	66.4	0.7	No	5.0	No
5	Brookside Ave.	w/o Eureka St.	Sensitive	66.3	66.4	0.1	Yes	1.5	No
6	Brookside Ave.	e/o Center St.	Sensitive	65.6	65.7	0.1	Yes	1.5	No
7	Redlands Blvd.	w/o Eureka St.	Non-Sensitive	70.2	70.3	0.1	No	3.0	No
8	Redlands Blvd.	e/o Eureka St.	Non-Sensitive	70.1	70.3	0.2	No	3.0	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria?
Source: Urban Crossroads, 2022 (Appendix I)

Operational Noise

It is expected the onsite Project-related noise sources would include sources such as roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, outdoor gatherings, and outdoor pool/spa activity. Using the reference noise levels to represent the proposed Project operations, operational source noise levels were calculated that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. The City's Municipal Code Section 8.06.070 does not allow exterior noise to substantially exceed 50 dBA between 10:00 p.m. and 7:00 a.m., and 60 dBA between 7:00 a.m. and 10:00 p.m. As shown in Table N-6, the daytime hourly noise levels at the off-site receiver locations are expected to range from 38.5 to 43.6 dBA L_{eq}. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 37.1 to 42.4 dBA L_{eq}.

Table N-6: Project Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)		Noise Level Standards (dBA Leq)[2]		Noise Level Standards Exceeded?[3]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime

R1	42.5	41.1	60	50	No	No
R2	38.5	37.1	60	50	No	No
R3	42.0	40.8	60	50	No	No
R4	43.6	42.4	60	50	No	No

[1] See Figure N-2 for the receiver locations.
[2] City of Redlands Municipal Code, Section 8.06.070 (Appendix 3.1)
[3] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: Noise Impact Analysis, 2022 (Appendix I)

Table N-6 shows the operational noise levels associated with the Project would satisfy the City's 60 dBA L_{eq} daytime and 50 dBA L_{eq} nighttime exterior noise level standards at all nearby receiver locations. The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity. Noise activity associated with the trash enclosures, courtyard, paseo, and pool/spa are expected to be limited to the daytime hours between 7:00 a.m. and 10:00 p.m. The Noise Impact Analysis prepared by Urban Crossroads, included as Appendix I includes the detailed noise analysis of operational noise levels from each noise source and activity, as well as model inputs including the existing perimeter walls used to estimate the Project operational noise levels presented in this section.

To describe the Project operational noise level contributions, the Project operational noise levels were combined with the existing ambient noise levels measurements for the nearby receiver locations to determine the Project increase. The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. FICON identifies a readily perceptible 5 dBA or greater project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded. Per the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance.

As indicated on Tables N-7 and N-8 the Project would generate an unmitigated daytime and nighttime operational noise level increases ranging from 0.0 to 0.8 dBA Leq at the nearby receiver locations. Project-related operational noise level contributions the increases at the sensitive receiver locations would be less than significant.

Table N-7 Daytime Project Operational Noise Level Contributions

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria	Increase Criteria Exceeded?
R1	42.5	L1	49.3	50.1	0.8	5.0	No
R2	38.5	L2	58.8	58.8	0.0	5.0	No
R3	42.0	L2	58.8	58.9	0.1	5.0	No
R4	43.6	L3	55.3	55.6	0.3	5.0	No

[1] See Figure N-2 for the receiver locations.
[2] Total Project daytime operational noise levels as shown on Table N-6
[3] Reference noise level measurement locations as shown on Figure N-1
[4] Observed daytime ambient noise levels as shown on Table N-2.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
Source: Noise Impact Analysis, Appendix I

Table N-8 Nighttime Operational Noise Level Contributions

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria	Increase Criteria Exceeded?
R1	41.1	L1	48.0	48.8	0.8	5.0	No
R2	37.1	L2	59.4	59.4	0.0	5.0	No
R3	40.8	L2	59.4	59.5	0.1	5.0	No
R4	42.4	L3	53.8	54.1	0.3	5.0	No

[1] See Figure N-2 for the receiver locations.
[2] Total Project nighttime operational noise levels as shown on Table N-7
[3] Reference noise level measurement locations as shown on Figure N-2
[4] Observed nighttime ambient noise levels as shown on Table N-2
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
Source: Urban Crossroads, 2022 (Appendix I)

Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations.

The Project is required to satisfy the City of Redlands 45 dBA CNEL residential interior noise level standards as a part of the permit issuance and building plan check process. Additionally, operational noise from HVAC units would be required to comply with the Municipal Code Section 8.06.070, which does not allow exterior noise to substantially exceed 50 dBA for residential uses and 60 dBA for commercial uses between 10:00 p.m. and 7:00 a.m., and 60 dBA for residential uses and 65 dBA for commercial uses between 7:00 a.m. and 10:00 p.m. Compliance with the Municipal Code would ensure that a substantial permanent increase in ambient noise levels would not occur, and noise related to HVAC units would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant with Mitigation Incorporated.

Construction

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Table N-9 presents the expected Project related vibration levels at each of the sensitive receiver locations.

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. Decibel notation (VdB) is commonly used to measure RMS. The City

of Redlands Municipal Code, Section 8.06.020, defines the vibration perception threshold as 0.01 inches per second (in/sec) RMS. Based on FTA methodology, an RMS of 0.01 in/sec equates to 0.04 in/sec PPV. Decibel notation (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), vibration-sensitive equipment and/or activities. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet.

Table N-9 shows the highest construction vibration levels in PPV are expected to range from 0.019 to 0.305. Based on maximum acceptable continuous vibration threshold of 0.040 PPV (in/sec), the typical Project construction vibration levels will exceed the vibration thresholds at R4, which represents the residential Properties southwest of the Project site. As shown in Table N-9, smaller dozer would result in 0.01 PPV in/sec, which would not exceed the vibration limit. Therefore, MM N-1 is included to require Project construction plans to limit the equipment that would operate along the southwestern property line. Areas where MM N-1 applies are shown in Figure N-3. Furthermore, construction at the Project site would be restricted to daytime hours consistent with City's Municipal Code requirements, thereby eliminating potential vibration impact during the sensitive nighttime hours. As such, with implementation of MM N-1, construction vibration impacts would be less than significant.

Table N-9 Project Construction Vibration Levels

Receiver Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]					Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Level		
R1	71'	0.001	0.007	0.016	0.019	0.019	0.04	No
R2	370'	0.000	0.001	0.001	0.002	0.002	0.04	No
R3	135'	0.000	0.003	0.006	0.007	0.007	0.04	No
R4	11'	0.010	0.120	0.260	0.305	0.305	0.04	**Yes**

[1] Construction receiver locations are shown in Figure N-2.
[2] Distance from receiver location to Project construction boundary.
[3] Based on the Vibration Source Levels of Construction Equipment.
[4] City of Redlands Municipal Code Section 8.06.020
[5] Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity
Source: Urban Crossroads, 2022 (Appendix I)

Operation

The proposed mixed-use Project would not include any equipment that would result in high vibration levels, which are more typical for large industrial projects. While groundborne vibration within and surrounding the Project site may occur from heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on the nearby local roadways, this would not result in significant vibration impacts to the proposed Project or surrounding sensitive uses. As such, vibration impacts associated with operation of the proposed Project would be less than significant.

Figure N-3: Mitigation Area



c) 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?

No Impact. The proposed Project is not within an airport land use plan. The proposed Project is located approximately 2.6 miles southwest from the Redlands Municipal Airport; however, the Project site is located outside of the 60 and 65 dBA CNEL noise contours of the Redlands Municipal Airport. In addition, there are no private airstrips within the Project's vicinity. Therefore, proposed Project would not expose people residing or working in the Project area to excessive noise levels from aircraft. No impacts would occur from aircraft noise.

Existing Plans, Programs, or Policies

PPP N-1: The Project plans shall state the Project is required to comply with construction hours of operation outlined in Section 8.06.120 of the City's Municipal Code; construction activities shall take place between the hours of 7:00 am and 8:00 pm on weekdays, including Saturdays, with no activity taking place at any time on Sundays or federal holidays. In addition, all motorized equipment used in such activities are required to be equipped with functioning mufflers.

Mitigation Measures

MM N-1: Large loaded trucks and dozers (greater than or equal to 80,000 pounds) shall not be used within 30 feet of the southwest Property line, as shown on N-3. Instead, smaller, rubber-tired bulldozers (less than 80,000 pounds) shall be used within this area during Project construction to reduce vibration effects.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the Project:				
a) 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

Less Than Significant Impact. The proposed Project would develop the Project site to provide 131 multi-family dwelling units and 10,550 SF of restaurant space. Additionally, the Project would include a 9,770 SF roof deck, 7,380 SF pool plaza, 5,356 SF spa plaza, and 527 SF upper lounge. According to the City of Redlands General Plan EIR, the city has an average of 2.65 persons per household and is expected to by 4,355 residential units and 10,964 persons by 2035 with buildout of the General Plan, according. However, this 2.65 person per household ratio considers all housing types within the city, including single-family residences, which consists of 68 percent of the housing within the city and typically attracts and accommodates larger household sizes.

The proposed Project's unit mix consists of 40 studios, 82 one-bedroom units, and 9 two-bedroom units. The size of the units would range size from 517 SF studios to approximately 1,252 SF two-bedroom units. These are smaller multi-family units that would not accommodate or attract large households. The proposed unit mix and smaller unit size of the Project suggests an orientation towards singles and young families that differ significantly in demographic features from the relatively large average Redlands household size of approximately 2.65 members per household.

Therefore, a more accurate calculation of the anticipated population that would be generated by the proposed Project was determined by utilizing U.S. Census data for a market area that represents similar multi-family residential housing types and costs of rent. As shown in Table POP-1, at full occupancy the Project would house approximately 191 residents.

Table POP-1: Anticipated Residents at Full Occupancy

Unit Type	Number of Units	Persons per Unit[1]	Total Residents
Studio	40	1.31	53
One-bedroom	82	1.42	117
Two-bedroom	9	2.26	21
Total	**131**	**-**	**191**

[1]Persons per unit retrieved from Census American Community Survey (ACS) 2019 Microdata Sample (PUMS)

The 191 residents at full occupancy would constitute a 0.18 percent increase over the 2020 City of Redlands population of 73,168 (US Census). It is projected that the city will experience a population increase of approximately 11,300 residents or approximately 16.3 percent from 2016 to 2045. Thus, the population

of the Project would be within the projected population growth, based on the US Census and within the growth projected in the City's General Plan EIR. Similarly, SCAG anticipates the number of housing units throughout the County would increase by 6,400 units or approximately 26.2 percent from 2016 to 2045. Thus, the 131 new multi-family units would also be within the SCAG projected growth. The Project would also help provide the needed numbers and types of housing units identified in the City's 2013-2021 Housing Element as well as those included in the draft 2021-2019 Housing Element Update.

Based on employee generation factors utilized by SCAG, the Project would result in 1 employee for every 124 square feet of retail restaurant space. Thus, the proposed 10,550 SF of restaurant retail space, would generate approximately 85 employees at full occupancy of the restaurant retail space. As of 2017, the City of Redlands had approximately 41,609 jobs (SCAG 2019). Therefore, the additional 85 employment opportunities would be 0.2 percent of the existing jobs within the city; and therefore, would not result in induced unplanned employment growth. As such, the proposed Project would not induce substantial unplanned population growth in the area, and impacts would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project would not displace a substantial number of existing people or housing, as no housing currently exists onsite. The Project site would construct 131 multi-family dwelling units. Therefore, there would be no impacts related to the displacement of substantial numbers of existing people or housing.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES.				
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

a) Result in substantial adverse physical impacts associated with the provision of 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:

Fire protection?
Police protection?
Schools?
Parks?
Other public facilities?

***Fire Protection* – Less than Significant Impact.** Fire protection services in the Project area are provided by the Redlands Fire Department (RFD). 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.

RFD operates four fire stations in the city and has mutual aid agreements with Loma Linda Stations 251 and 252 (to the west) and San Bernardino County Fire (Mentone Station 9) to the east, City of San Bernardino Station 228 and 231 to the northwest), which are facilitated by a consolidated dispatch center operated by CONFIRE. CONFIRE is a multi-agency organization that functions as the result of a 25-year Joint Powers Agreement for the collective provision of fire, rescue, and emergency medical dispatch services.

There are three fire stations within 2 miles of the site, which include the following:

- Station 261 located at 525 East Citrus Avenue, is approximately 0.6 roadway miles from the Project site. Station 261 was originally built in 1948 but was remodeled in 2002. The station provides daily staffing of 7 personnel with a medic fire engine, medic fire truck, battalion vehicle, an OES, and a reserve engine (Citygate).
- Station 264 is located at 1270 West Park Avenue, approximately 1.1 roadway miles from the Project site. The station consists of a portable building that was installed in 2009 and is staffed with 5 personnel with a medic fire engine, medic squad truck, reserve medic squad truck, and a brush engine (Citygate).
- Station 263 is located at 10 West Pennsylvania Avenue, approximately 2.0 roadway miles from the Project site. This station was developed in 1986 is staffed with three personnel daily with a medic fire engine, water tender, incident support vehicle, and a reserve engine (Citygate).

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. Thus, future facilities are planned by the City to expand service coverage in other portions of the City, and would reduce the geographical coverage of the existing stations.

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 Project site is located within 2 miles of three existing fire stations. Per the Redlands Fire Department Deployment/Assessment Study, the Project site is within the 4-minute response time with congestion area (Citygate, 2020), and in the area that would meet the response time goal of 7 minutes, 90 percent of the time.

The proposed Project develop 131 multi-family residences and 10,550 SF of restaurant space on the site. Implementation of the Project would be required to adhere to California Fire Code (Title 24, Part 9 of the California Code of Regulations) included in Chapter 15.20 of the City's Municipal Code, which regulates fire-resistant construction, emergency planning, fire protection system, and appropriate emergency access throughout the site. As part of the permitting process, the Project plans would be reviewed by the City's Fire Department and the Building Division (part of the Development Services Department) to ensure that the Project plans meet the fire protection requirements for fire safety. Additionally, the proposed Project would be required to comply with City fire suppression standards including the current California Fire Code, which evaluates the Project for adequate emergency access. Thus, fire and emergency access hazards resulting in a need for additional fire services would not occur.

As described in the Section 14, *Population and Housing*, the Project would result in 191 new residents, which is a 0.18 percent increase in the City's population and within the City's projected growth. The additional population would generate an incremental increase in calls for fire and emergency medical services. Because the Project site is within 2.0 miles of three existing fire stations, the Project would be served by the existing stations, and the Project would not result in the need to construct or expand a new fire station. Thus, impacts would be less than significant.

Should the calls for service from the Project coincide with call for service from another parcel within in the same fire station response area, an increase in response times could occur. However, to reduce cumulative impacts related to fire and emergency medical services, such as response times, the General Plan EIR (page 3.13-27) directs that fire protection equipment and staffing be augmented by the City development impact fees that all development projects are required to pay. Also, as set forth in the General Plan's "Principles of Managed Development," and in the City's resolution establishing development impact fees, Resolution No. 7951, adopted April 2, 2019), the fees are to expand fire protection and emergency medical staffing and

equipment provided from existing stations and better accommodate simultaneous service calls. Further, Chapter 3.60 of the City's Municipal Code requires a public facility fee to be collected prior to the issuance of a building permit to fund the City's Public Facility Program, which includes a budget for RFD facilities. Thus, the project would be required to pay the existing City fees to be used exclusively for the planned expansion and improvement of fire protection and emergency medical services provided by RFD.

Overall, because there are three existing fire stations within 2.0 miles of the Project site, the area has adequate nearby fire facilities to serve the proposed Project in addition to the existing service needs of the area; and construction of a new or expanded fire station would not be required as a result of the proposed Project. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered fire protection facilities. Also, cumulative impacts related to the expanded fire protection facilities and staffing needed from population growth are planned to be augmented through development fees that are required by Chapter 3.60 of the Municipal Code and the General Plan EIR prior to the issuance of building permits. Therefore, impacts related to fire protection services would be less than significant.

***Police Protection* – Less Than Significant Impact.** The City of Redlands receives public safety services from the Redlands Police Department. 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.

Due to the increase in onsite people that would occur from implementation of the Project, an incremental increase in demand for police protection would occur. As described previously, the residential population of the Project site at full occupancy would be approximately 191 residents and based on the Police Department's staffing of 1.1 officers per 1,000 residents, the proposed Project would not require an additional officer.

Since the need by the Project is less than one officer, the Project would not require the construction or expansion of the City's existing policing facilities and development impact fees would contribute to the cost of hiring one additional officer. Thus, substantial adverse physical impacts associated with the provision of new or expanded facilities would not occur. In addition, the Project Applicant/Developer would be required to pay any applicable development impact fees pursuant to the Redlands Municipal Code, included as PPP PS-3 below. Therefore, impacts related to police services would be less than significant.

***Schools* – Less Than Significant Impact.** The Project site is located within the Redlands Unified School District (RUSD), which serves Redlands and the surrounding communities of Mentone and Crafton, as well as Loma Linda and the eastern portion of Highland. There are currently 17 elementary schools, five middle schools, and six high schools within the RUSD. The schools that serve the site are listed below:

- McKinley Elementary School located at 645 W Olive Avenue, which is 0.33 miles from the Project site.
- Cope Middle School located at 1000 W Cypress Avenue, which is 0.8 miles from the Project site.
- Redlands High School located at 840 E Citrus Avenue, which is 0.85 miles from the Project site.

The Project would develop 131 multi-family residences. The RUSD student generation rate for multi-family residences is 0.21 students per residence for grades K-6; 0.06 students per residence for grades 7-8; and 0.09 students per residence for grades 9-12. As shown in Table PS-1 below, based on the existing capacity of the schools serving the Project area, and the number of students that would be generated by the Project, the existing elementary, middle, and high school would be able to serve the Project.

Table PS-1: School Capacity and Project Generated Students

School	Enrollment Capacity	2021-2022 Enrollment[1]	Existing Remaining Capacity	Students Generated by Project	Remaining Capacity with Project
McKinley Elementary School	511	339	172	28	144
Cope Middle School	1,507	1,287	220	8	212
Redlands High School	3,930	2,233	1,697	12	1,685

[1] Source: City of Redlands Revised Draft Environmental Impact Report of the Redlands General Plan Update and Climate Action Plan, Table 3.13-3: Redlands Unified School District Enrollment; 2020-2021 Enrollment Data obtained from the California Department of Education, Accessed: https://dq.cde.ca.gov/dataquest/

As shown, the schools serving the Project have additional capacity to serve the population increase associated with the proposed Project. In addition, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. These fees are collected by school districts at the time of issuance of building permits for development projects. Pursuant to Government Code Section 65995 applicants shall pay developer fees to the appropriate school districts at the time building permits are issued; and payment of the adopted fees provides full and complete mitigation of school impacts. Therefore, with implementation of PPP PS-1, which would require the payment of applicable school development impact fees pursuant to Government Code Section 65995, impacts related to school facilities would be less than significant.

***Parks* – Less Than Significant Impact.** As discussed in Response 6.3.16(a) below, 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. The City establishes a parkland/recreational space standard of 5 acres per 1,000 residents, consistent with State law. The current (as of 2016) parkland exceeds this standard with a total parkland area of 424.2 acres. The parks closest to the Project site include the following:

- Smiley Park located at 101 Parkwood Drive, which is 0.3 miles from the Project site. This park is 9.42 acres and contains the following facilities: trails, benches, restrooms, and open grassy areas.
- Jennie Davis Park located at 899 Redlands Boulevard, which is 0.5 miles from the Project site. This park is 5.2 acres and contains the following facilities: picnic tables, seating, open grassy area, and a playground.
- Sylvan Park located at 601 N University St, which is 1 mile from the Project site. This park is 23 acres and contains the following facilities: baseball/softball fields, horseshoe pits, lawn bowling, open grassy areas, picnic areas, playground equipment, restrooms, shuffleboards, a stage/bandstand area, trails/nature study, and volleyball.

The Project would develop a new mixed-use development which would result in 131 new multi-family residences and an increase in the use of public parks. The Project would result in a demand for .96 acres of parkland/open space. The proposed Project would include 23,467 SF (0.53 acre) of common open space which includes landscaped plazas, courtyards, a private pool, and private spa. A portion of the Project's Park demand would be met onsite with the provision of 23,467 SF of open space area, consisting of a pool, sitting areas, garden areas, walkways, and courtyards. In addition, the Project would be required to pay parkland fees pursuant to Municipal Code Chapter 3.32, which requires that open space and parks fees shall be collected from all applicants for development projects (included as PPP PS-2), which would be used for the purpose of acquiring, developing, improving and expanding open space

and park lands identified in the City's open space and park lands acquisition and development capital improvement plan in accordance with the amounts established by resolution of the City Council. The city currently has over 424.2 acres of parkland, with 37.6 acres within one mile of the Project site. Therefore, with implementation of PPP PS-2, which would require the payment of applicable park related fees, impacts related to the need to provide new or altered park and recreation facilities in order to maintain acceptable service ratios would be less than significant.

***Other Services* – Less Than Significant Impact.** The proposed Project would develop the Project site with 131 residential units. The new residences would result in a limited incremental increase in the need for additional services, such as public libraries and post offices, etc. Because the Project area is already served by other services and the Project would result in a limited increase in residences, the Project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP PS-1: Schools Development Impact Fees. Prior to issuance of building permit, the Developer shall pay applicable school development impact fees levied by the Redlands Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407).

PPP PS-2: Park Fees. As a Condition of Approval of a tentative map, the Developer shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.

PPP PS-3: Development Impact Fees. As a standard requirement and included as a Condition of Approval for the Project, and prior to issuance of any building permits for the Project, the Developer shall pay all applicable City of Redlands Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Less Than Significant Impact. 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. In addition to parks, the City of Redlands contains various recreational facilities, including the Redlands Community Center, the Community Senior Center, the Joslyn Senior Center, neighborhood community gardens, and the Carriage House. This also includes large open spaces, including the San Timoteo Canyon, Live Oak Canyon, and the Crafton Hills, which also provide recreational space.

The City establishes a parkland/recreational space standard of five acres per 1,000 residents, consistent with State law. As discussed previously, the Project would develop a new mixed-use development including a 131-unit multi-family residential development, which would result in 191 new residents and a modest increase in the use of public parks. Based on this formula, the Project would result in a demand for 0.96 acres of parkland/recreational space. The Project would be required to pay parkland fees pursuant to Municipal Code Chapter 3.32, which requires that open space and parks fees shall be collected from all applicants for development projects (included as PPP PS-2), which would be used for the purpose of acquiring, developing, improving and expanding open space and park lands identified in the City's open space and park lands acquisition and development capital improvement plan in accordance with the amounts established by resolution of the City Council. In addition, as described previously, the city currently has over 424.2 acres of parkland, with 37.6 acres within one mile of the Project site. Therefore, impacts related to the increase the use of existing parks and recreational facilities, such that physical deterioration of the facility would be accelerated would be less than significant.

b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. The proposed Project would include 23,467 SF of common open space area including recreational community amenities consisting of a pool, spa, sitting areas, and gathering spaces for use by residents within the complex. In addition, private patio space would be available to residents in designated floor plans. The impacts of development of the common open space areas are considered part of the impacts of the proposed Project as a whole and are analyzed throughout the various sections of this document. For example, activities such as excavation, grading, and construction as required for the Project,

including open space areas, are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

In addition, as discussed above, the Project would contribute park development fees pursuant to Municipal Code Chapter 3.32 to be used towards the future expansion or maintenance parks and recreational facilities, these fees are standard with every residential development, and the proposed Project would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP PS-2: Park Fees. Listed previously in Section 15, Public Services.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the Project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

The discussion below is based on the VMT Screening Analysis for the City Center Project, prepared by EPD Solutions, April 26, 2022 (Appendix J).

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The proposed Project involves the construction of a mixed-use development with 131 multi-family dwelling units and 10,550 SF of restaurant space. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area.

A trip generation was prepared for the Project by EPD Solutions (Appendix J). As shown on Table T-1, the mixed-use development would generate approximately 1,751 weekday daily trips, with 143 trips produced in the weekday AM peak hour and 133 trips produced in the weekday PM peak hour.

Table T-1: Project Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Multi-Family Housing[1]	23	18	42	16	22	38	622
High-Turnover Sit-Down Restaurant[2]	55	45	101	58	37	95	1,129
Project Trip Generation	**79**	**64**	**143**	**74**	**59**	**133**	**1,751**

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition,* 2021. Land Use Code 221-Multifamily Housing (Mid-Rise). Close to rail transit.
[2] Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition,* 2021. Land Use Cod 932- High-Turnover (Sit-Down) Restaurant
Source: EPD Solutions (Appendix J)

The Project has been designed to construct onsite roadway improvements consistent with the City guidelines. Additionally, the Project would pay Development Impact Fees as conditioned by the City. The fees shall be collected and utilized as needed by the City to construct the improvements necessary to maintain the required Level of Service (LOS) and build or improve roads to their build-out level.

Alternative Transportation

The proposed Project would construct onsite sidewalks and provide new sidewalks on Eureka Street and Brookside Avenue to provide access to the Arrow Line located approximately 0.26-mile from the Project site. Additionally, the Project would not impact the existing bicycle lane on Brookside Avenue. As such, the proposed Project would enhance pedestrian and bicycle access in the Project vicinity. Therefore, the Project would not conflict with alternative transportation and Project impacts to transit, bicycle, and pedestrian facilities would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. Senate Bill 743 (SB 743) was signed into law on September 27, 2013 and changed the way that public agencies evaluate transportation impact under CEQA. A key element of this law is the elimination of using auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant transportation impacts under CEQA. The legislative intent of SB 743 was to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas (GHG) emissions." According to the law, "traffic congestion shall not be considered a significant impact on the environment" within CEQA transportation analysis.

SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., a city's General Plan), studies, congestion management and transportation improvements, but these metrics may no longer constitute the basis for transportation impacts under CEQA analysis as of July 1, 2020. For example, in the City, the General Plan identifies LOS as being a required analysis, and even though it will no longer be a requirement of CEQA, unless the General Plan is amended, LOS will continue to be analyzed as part of project review independent of CEQA analysis.

The Governor's Office of Planning and Research (OPR) updated the CEQA Guidelines to establish new criteria for determining the significance of transportation impacts. Based on input from the public, public agencies, and various organizations, OPR recommended that Vehicle Miles Traveled (VMT) be the primary metric for evaluating transportation impacts under CEQA.

The City of Redlands has prepared Draft VMT analysis guidelines, which were accepted by the City Council on July 21, 2020; therefore, the City's adopted guidelines were consulted to determine whether a VMT analysis would be required for the Project. The City Guidelines provides details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds are broken into the following three types:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

Consistent with guidance identified in the Technical Advisory and City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor") may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;

- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

As previously discussed throughout this document, the Project site is located within 0.5-mile of an existing major transit stop, and along a high-quality transit corridor. Additionally, the Project would meet the aforementioned secondary criteria of having a FAR of greater than 0.75, the parking supplied by the Project is not in excess of the City's parking code, the Project is consistent with the adopted RTP/SCS, and the Project is not replacing affordable residential units with a smaller number of market rate residential units. Additionally, the Project would meet the Step 3 VMT Screening criteria as it would result in less than 3,000 MTCO2e of GHG emissions. Therefore, the Project would meet the VMT Screening Criteria, and it is presumed that the Project would have a less than significant impact related to VMT.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. Vehicular access to the Project site would be provided via ingress and egress driveways connecting to Brookside Avenue, Eureka Street, and West Citrus Avenue. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The Project would not include any offsite street improvements, and onsite driveways would be reviewed by the City to ensure they meet City design requirements. As a result, impacts related to vehicular circulation would be less than significant.

d) Result in inadequate emergency access?

Less Than Significant Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Brookside Avenue, Eureka Street, and West Citrus Avenue for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level.

Operation

Project parking lots would be accessed from West Citrus Avenue, Brookside Avenue, and Eureka Street. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area, and would provide routes for emergency responders to access different portions of the Project area. Roadways in the vicinity (including West Citrus Avenue, Brookside Avenue, and Eureka Street) would normally remain open and accessible to all vehicle traffic including emergency responders, except for possibly interim or partial closures for construction activities for a few hours or days with a City permit. Because the Project is required to comply with all applicable City codes, as verified by the City, potential impacts related to inadequate emergency access would be less than significant.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES.				
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) 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)?	☐	☒	☐	☐
b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

AB 52 Requirements

The Project would be required to comply with AB 52 regarding tribal consultation. Chapter 532, Statutes of 2014 (i.e., AB 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside the definition stated above nonetheless qualifies as a "tribal cultural resource."

In compliance with these requirements, on April 8, 2022, the City sent letters to the following Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity.

- Gabrieleno Band of Mission Indians – Kizh Nation
- Morongo Band of Mission Indians
- San Manuel Band of Mission Indians
- Soboba Band of Luiseno Indians
- Torres-Martinez Desert Cahuilla Indians

The San Manuel Band of Mission Indians requested consultation via email regarding the proposed Project. The San Manuel Band of Mission Indians consulted with City on May 3, 2022, via email, and stated that the Project site is within Serrano ancestral territory. However, the Tribe stated that due to the nature and location of the Project site, the Tribe does not have any concerns with the Project's implementation. However, the Tribe requested inclusion of mitigation for incidental discoveries of cultural resources.

a) 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. As discussed in Section 6.3.5 of this document, Response 6.3.5(a), the records search revealed that there are no known cultural resources within the Project site. However, the San Manuel Band of Mission Indians requests that in addition to MM CUL-1, the Tribe be notified of any incidental discoveries of cultural resources and requests that a tribal monitor be retained if any incidental discoveries occur. Mitigation Measures TCR-1 has been included to require a Monitoring and Treatment Plan and Native American monitoring of excavation and grading activities if cultural resources are unearthed by Project construction activities. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines or PRC Section 5020.1(k).

b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant with Mitigation Incorporated. As discussed above, to avoid potential adverse effects to tribal cultural resources, Mitigation Measures TCR-1 has been included to require a Monitoring and Treatment Plan and Native American monitoring of excavation and grading activities if cultural resources are unearthed by Project construction activities. No information has been provided to the Lead Agency indicating any likelihood of uncovering tribal cultural resources on the Project site, there are no known tribal cultural resources on or adjacent to the Project site, and no potentially significant impacts are anticipated. The following mitigation measure is included in the event of any inadvertent discoveries during construction activities.

Additionally, as described previously California Health and Safety Code, Section 7050.5, included as PPP CUL-1, requires that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, with implementation of Mitigation Measures TCR-1, PPP CUL-1, and MM CUL-1, impacts to TCRs would be less than significant.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

MM TCR-1: The San Manuel Band of Mission Indians Cultural Resources Department shall be contacted, as detailed in MM CUL-1, of any pre-contact and/or historic-era cultural resources discovered during Project implementation, and shall be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA, a Cultural Resources Monitoring and Treatment Plan shall be prepared by the Project archaeologist, in coordination with the San Manuel Band of Mission Indians, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents the San Manuel Band of Mission Indians for the remainder of the Project, should the San Manuel Band of Mission Indians elect to place a monitor onsite.

Any and all archaeological and cultural documents created as part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Applicant and the City of Redlands Development Services Department for dissemination to the San Manuel Band of Mission Indians.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the Project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact.

Water Infrastructure

The Municipal Utilities and Engineering Department (MUED) maintains the water system in the City of Redlands. The proposed Project would redevelop the Project site, which is currently served by MUED's water infrastructure, and would install new onsite potable water infrastructure that would connect to existing 12-inch domestic water lines in Brookside Avenue and Eureka Street. Additionally, the Project would install fire water lines onsite that would connect to the existing and proposed 12-inch domestic water lines in Brookside Avenue and Eureka Street. Within Brookside Avenue, an 8-inch dry non-potable water line will be constructed adjacent to the project site for future irrigation of the site. The new onsite water system would convey water supplies to the proposed residences and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

Table UT-1: Proposed Project Estimated Water Demand

Land Use Type	DU/Acreage	Unit Water Demand Factor[1]	Daily Water Usage (gpd)	Annual Water Usage (AFY)
Residential Multi-Family	131 DU	210 gpd/DU	27,510 gpd	30.8 AFY

Retail Commercial (Restaurant)	0.24 acres	2,178 gpd/acre	522.72 gpd	0.59 AFY
Total Water Demand				**31.39 AFY**

[1]City of Redlands "Water and Sewer Demands Spreadsheet" (May 8, 2019)

As shown, the proposed Project would result in a water demand of 31.39 acre-feet per year (AFY). The proposed Project would continue to receive water supplies through the existing water lines located within the Brookside Avenue and Eureka Street rights-of-way that have the capacity to provide the increased water supplies needed to serve the proposed Project, and no expansions of the water pipelines that convey water to the Project site would be required. Installation of the new water distribution lines would only serve the proposed Project and would not provide new water supplies to any offsite areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this document. For example, analysis of construction emissions for excavation and installation of the water infrastructure is included in Sections 6.3.3, *Air Quality* and 6.3.8, *Greenhouse Gas Emissions*. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater Treatment

The Project would install two new 14-inch onsite sewer lines that would connect to the existing 14-inch sewer line in First Street and a new 14-inch sewer line in Eureka Street that would connect to the existing 8-inch sewer line in North Eureka Street. The Project also proposes to realign existing public and private sewer lines within the site.

Wastewater demand associated with the proposed Project would be typical of residential and restaurant wastewater usage in the City of Redlands. As shown in Table UT-2, *Proposed Project Estimated Wastewater Generation*, the proposed Project would approximately 17,645 gallons per day (gpd) of wastewater.

According to the City's General Plan EIR, the City of Redlands has projected average wastewater flows of 6.75 mgd at buildout of the proposed General Plan. This projection was based on current flow per customer, scaled to the projected number of customers at buildout. As the projected flow is within the 9.5-mgd secondary treatment capacity and 7.2-mgd tertiary treatment capacity, no new or expanded treatment facilities would be needed to serve the population at buildout. In addition, all new residential development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s).

Table UT-2: Proposed Project Estimated Wastewater Generation

Use	Size	Generation Rate (gpd/unit)	Total Wastewater (gpd)
Restaurant	10,550 SF	300 gpd/1,000 SF	3,165
Studio	40 du	80 gpd/du	3,200
One Bedroom	82 du	120 gpd/du	9,840
Two Bedroom	9 du	160 gpd/du	1,440
Total Project Wastewater Generation:			**17,645 gpd**

City of Los Angeles, CEQA Thresholds Guide, 2006, Exhibit M.2-12

Prior to issuance of building permits, a sewer capacity study will be prepared by the Project Applicant and submitted to the City MUED. The construction activities related to installation of the onsite sewer infrastructure that would serve the proposed Project, is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this document. For example, construction emissions for excavation and installation of the sewer infrastructure is included in Section 6.3.3, *Air Quality* and 6.3.8, *Greenhouse Gas Emissions*, and noise volumes from these activities are evaluated in

Section 6.3.13, *Noise*. As the proposed Project includes facilities to serve the proposed development, it would not result in the need for construction of other new wastewater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant.

Stormwater Drainage

The proposed Project would increase the overall impervious surface area on the Project site compared to existing condition. As discussed in Section 6.3.10 of this document, the proposed Project would increase the impervious surface area on the Project site compared to existing condition, however, with implementation of BMPs, the proposed Project would install drainage features that would handle and treat all potential stormwater runoff from the Project site. Furthermore, the proposed Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities beyond the onsite improvements included as part of the proposed Project. All new residential development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s). Therefore, impacts to stormwater drainage facilities would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. Water service would be provided to the proposed project site by the City of Redlands MUED. The 2020 San Bernardino Valley Regional UWMP, adopted in June 2021, was prepared for the City of Redlands and therefore accounts for the water usage that would be attributed to development of the Project site, consistent with its existing land use designation and zoning classification. According to the UWMP, the City has four sources of water to provide to its service area: purchased imported water from the State Water Project; groundwater from the Bunker Hill Subbasin and the Yucaipa Subbasin; surface water from the Mill Creek and Santa Ana River watersheds; and recycled water (UWMP 2020).

The Water Supply Reliability Assessment within the UWMP concludes that the City has adequate supplies to meet projected demands under multiple dry year scenarios, taking into account the recent prolonged drought (UWMP 2020). Additionally, the Project would have a demand of 31.39 acre-feet per year, which is within the projected water demands and supplies as analyzed in the UWMP. Therefore, water demand from the proposed Project would be within the City's current and projected water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. All new residential development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s). Thus, impacts related to water supplies would be less than significant.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. According to the General Plan Livable Community Element, most wastewater generated by sewered development within the Planning Area is treated at the Redlands Wastewater Treatment Facility. The Redlands Wastewater Treatment Facility treats approximately 6 million gallons per day (mgd) with a capacity of 9.5 mgd. As discussed above, the proposed Project would generate approximately 17,645 gpd. All new development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s). As such, the Redlands Wastewater Treatment Facility would have adequate capacity to serve the Project. The proposed Project would connect to and operate under capacity of the current water treatment facility, allowing for sufficient service to the Project area. The quality of sewage discharged from indoor plumbing fixtures would be similar to the quality of other residential dwelling units in the vicinity that currently discharge to the City's sewer system. The Project would not result in any of the wastewater treatment plants discussed above exceeding wastewater treatment requirements. Therefore, impacts related to wastewater generation are less than significant.

d) 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. The City of Redlands Facilities and Community Services Department provides a wide range of services to the city, including waste collection. Solid waste from Redlands is primarily disposed of at the California Street Landfill and the San Timoteo Sanitary Landfill operated by the County, both within the city limits. These have more than adequate capacity to meet the City's needs for the foreseeable future. Solid waste collected from the Project site would be anticipated to be hauled to the California Street Landfill, which is located at 2151 Nevada Street and encompasses 115 acres. Its design capacity is 11.4 million cubic yards, and its maximum permitted capacity is 10 million cubic yards. It has a maximum permitted throughput of 829 tons per day. In 2019, California Street Landfill received approximately 142 tons per day on average. As such, California Street Landfill has an additional capacity of approximately 687 tons per day. It has a remaining capacity of 5,168,182 cubic yards and is permitted to operate through 2042 (CalRecycle 2022). Additionally, the San Timoteo Sanitary Landfill is located on San Timoteo Canyon Road and is 366 acres in size. It has a permitted capacity of 20,400,000 cubic yards and a maximum permitted daily throughput of 2,000 tons. In 2019, San Timoteo Landfill received approximately 758 tons per day on average. As such, San Timoteo Landfill has an additional capacity of approximately 1,242 tons per day. As of CalRecycle's 2021 estimate, the remaining capacity was 12,360,396 cubic yards and is permitted to operate through 2039 (CalRecycle 2022).

Construction

Construction of the proposed Project would require site preparation, grading, and construction of new buildings and infrastructure. The majority of waste generated during demolition and construction activities would be building materials (e.g., concrete, dirt, and waste generated by construction workers). Nonhazardous waste from Project 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, the proposed Project 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 throughout the lifetime of the Project during operation.

Operation

As described previously in Section 6.3.14 of this document, the proposed Project includes the construction of a mixed-use development with 131 multi-family dwelling units and 10,550 SF of restaurant space that would result in an increase of approximately 191 residents on the Project site. As shown on Table UT-3, it is anticipated that the proposed Project would generate a total of approximately 0.048 ton of solid waste per day (17.47 tons per year) during Project operation.

Table UT-3: Solid Waste Generation during Project Operation

Land Use	Quantity	Generation Rate	Solid Waste Demand
Multi-Family Units[1]	131 units	0.46 tons/unit/year	60.26 tons per year
Restaurant[1]	10,550	0.0009125 tons/SF/year	9.63 tons per year
Total Solid Waste			**69.89 tons per year**
Annual Landfill Disposal with AB 341 (75% Reduction)			**17.47 tons per year**
Weekly Landfill Disposal with AB 341 (75% Reduction)			**0.34 tons per week**

[1]CalRecyle Estimated Solid Waste Generation Rates

As the California Street Landfill has the capacity to process an additional 687 tons of solid waste per day, the solid waste generated by the Project would be within the capacity of the landfill. 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.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City is subject to the requirements set forth in the 2022 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

In addition, as stated in Response 6.3.19(d) above, the proposed Project would be required comply with the City's Municipal Code 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 subject to this chapter unless the construction and demolition recycling plan has been approved by the municipal utilities director. In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the proposed Project is anticipated to 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.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRES. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (Cal Fire 2022). The proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. As stated in Section 6.3.9 of this document, the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The City's General Plan Safety Element (Section 7.4) discusses Emergency Management, which outlines goals and policies aimed at emergency preparedness to protect the health, safety, and welfare of the general public during and after natural, man-made, or attack-related emergencies. Additionally, the proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Therefore, the impacts related to emergency response and evacuation plans associated with construction of the proposed Project would be less than significant.

The proposed Project does not include any changes to public or private roadways that would physically impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Further, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events. In addition, during the operational phase of the proposed Project, site access would be required to comply with standards established by the City and the Redlands Fire Department. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes would be required to conform to City and Fire Department standards. The Project would provide adequate

emergency access to the proposed buildings via driveways from West Citrus Avenue, Eureka Street, and Brookside Avenue. Further, access to and from the Project site for emergency vehicles would be reviewed and approved by the Redlands Fire Department and the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. Because the Project is required to comply with all applicable City codes, as verified by the City, any potential impacts related to emergency response or evacuation (if any) would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The proposed Project involves the development of the site with 131 multi-family residences and 10,550 SF of restaurant space. As discussed in Section 6.3.14 of this SCEA, the Project is anticipated to result in a population increase of approximately 191 residents. As stated previously, the Project site is not located within a VHFHSZ. Additionally, areas in the Project vicinity are currently developed, and therefore, lack the combustible materials and vegetation necessary for the uncontrollable spread of a wildfire.

The Project site is relatively flat and there are limited elevation changes in the Project vicinity. The Project proposes a mixed-use development in an area characterized by existing commercial, institutional, and residential uses. As such, the Project itself would not exacerbate wildfire risks as compared to existing conditions because it is representative of the existing development in the area. Thus, no impact related to other factors that would expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would occur from the Project.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project does not require the installation or maintenance of associated infrastructure (including roads, fuel breaks, emergency water sources, power lines, or other utilities) that would exacerbate fire risk or that would result in impacts to the environment. Although utility improvements, including domestic water, recycled water, sanitary sewer, and storm drain lines proposed as part of the Project would be extended throughout the Project site, these utility improvements would be underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City part of the Project approval process to ensure the proposed Project is compliant with all applicable design standards and regulations. Therefore, the proposed Project would not include infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities), that would exacerbate fire risk or that would result in impacts to the environment.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. According to the City of Redlands General Plan, Figure 7-3, Flood Hazards, the Project site is partially within Zone AO and is within a 100-year floodplain. Additionally, in its existing condition, the Project site is flat and does not contain any significant slopes.

As established in Section 6.3.10 of this document, during Project construction soil would be compacted and drainage patterns would be temporarily altered due to grading, and there would be an increased potential for flooding compared to existing conditions. However, as stated in PPP WQ-1, construction BMPs would be identified and implemented as part of the proposed Project. Implementation of construction BMPs would control and direct surface runoff to prevent flooding, and as such, Project construction would not expose people or structures to significant risks related to downslope and downstream flooding. Therefore, impacts would be less than significant.

During operation, the proposed Project would not substantially alter the existing onsite drainage patterns. Compliance with the proposed operational BMPs would ensure on-site storm drain facilities would be sized to accommodate stormwater runoff from the Project site so that onsite flooding would not occur. Additionally, as required by Redlands Municipal Code Section 15.32.110 sets forth construction standards for new development within flood hazard areas. With implementation of the requirements set forth in Code Section 15.32.110, operation of the Project would not expose people or structures to significant risks, including downslope or downstream flooding. Therefore, impacts would be less than significant.

As established in Section 6.3.7 of this document, there are no landslide zones close to or within the boundaries of the Project site. The Project site is relatively flat; therefore, the risk of slope failure represents a limited level of concern on the Project site. Further, implementation of PPP GEO-1 requires compliance with the CBC, which 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. These features would reduce potential impacts related to landslides to a less than significant level. Therefore, with implementation of PPP GEO-1, the Project would not expose people or structures to significant risks, including downslope or downstream landslides, and impacts (if any) would be less than significant.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

21. MANDATORY FINDINGS OF SIGNIFICANCE.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation Incorporated. Based on the discussion in Section 6.3.4, *Biological Resources*, of this document, the proposed Project is anticipated to result in less than significant impacts related to habitat, wildlife species, and/or plant and animal communities. The proposed Project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the range of a rare or endangered plant or animal. However, MM BIO-1 has been included to comply with the provisions of the MBTA as there are ornamental trees onsite.

As described in Section 6.3.5, *Cultural Resources*, the Project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource. As described previously, the Project site has been previously disturbed from various past uses that involve grading and installation of utility infrastructure. As a result, the potential for archaeological resources exists on site are low to moderate. However, Mitigation Measure CUL-1 has been included to require archaeological monitoring of ground disturbing activities to ensure that inadvertent discovery of resources during ground-disturbing activities are less than significant. Implementation of Mitigation Measure CUL-1 and Mitigation Measure TCR-1 would reduce potential impacts to important examples of California prehistory to a less than significant level.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when

viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant with Mitigation Incorporated. As presented in this document, potential Project-related impacts are either less than significant or would be less than significant with mitigation incorporated. Based on the analysis contained in this document, Project-related impacts would be reduced to less than significant levels with the incorporation of mitigation measures. Given that the potential Project-related impacts would be mitigated to a less than significant level, implementation of the proposed Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Therefore, the proposed Project's contribution to any significant cumulative impacts would be less than cumulatively considerable. As discussed in Sections 6.3.1 through 6.3.20 of this document, mitigation would be required and incorporated as necessary. Therefore, impacts would be less than significant with mitigation incorporated.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. Based on the Project Description and the preceding responses in Sections 6.3.1 through 6.3.20 of this document, implementation of the proposed Project would not cause substantial adverse effects to human beings because all potentially significant impacts of the proposed Project would be mitigated to a less than significant level. Therefore, since all potentially significant impacts of the proposed Project are expected to be mitigated to a less than significant level, implementation of the proposed Project would not cause substantial adverse effects on human beings.

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4. Mitigation Monitoring and Reporting Program

Introduction

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which an Mitigated Negative Declaration 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 City Center 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.

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 City Center Project. The table identifies the 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 Plan, Program, 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 1: MITIGATION MONITORING AND REPORTING PROGRAM
CITY CENTER PROJECT

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
AIR QUALITY			
PPP AQ-1: Rule 403. All applicable measures included in Rule 403, shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to (1): • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. • The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less. • The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.	Note in Construction Plans and Specifications. Prior to Grading Permits.	City of Redlands Building and Safety Division	
PPP AQ-2: Rule 1113. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 (2): • Only "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113 shall be used.	Note in Construction Plans, Specifications, and Permits. Prior to Grading Permits.	City of Redlands Building and Safety Division	
PPP AQ-3: Rule 445. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 445 (3): • Rule 445 prohibits the use of wood burning stoves and fireplaces in new developments.	Note in Construction Plans, Specifications, and Permits. Prior to Building Permits.	City of Redlands Building and Safety Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
BIOLOGICAL RESOURCES			
MM BIO-1: Pre-construction Nesting Bird Survey. Construction plans and Project specifications shall state that if construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project area and adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.	Note in Construction Plans and Specifications. Prior to Grading Permits.	City of Redlands Planning Division	
CULTURAL RESOURCES			
PPP CUL-1: Human Remains. Should human remains be discovered during project construction, the project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.	Note in Construction Plans and Specifications. Prior to Grading Permits.	City of Redlands Planning Division	
MM CUL-1: Archaeological Monitoring. The Applicant shall retain a qualified archaeologist to perform archaeological monitoring and the archaeologist shall be present during initial ground-disturbing activities (e.g., site preparation, demolition of historic structures, and grading up to ten feet below surface) to identify and assess any known or suspected archaeological and/or	Note in Construction Plans and Specifications. Prior to Grading Permits.	City of Redlands Planning Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
cultural resource. The qualified archaeologist shall develop a Cultural Resources Management Plan to address the details, timing, and responsibility of all archaeological and cultural resource activities that occur on the Project site. The plan shall include a scope of work, project grading and development scheduling, pre-construction meeting (with consultants, contractors, and monitors), a monitoring schedule during all initial ground-disturbance related activities, safety requirements, and protocols to follow in the event of previously unknown cultural resources discoveries that could be subject to a cultural resources evaluation. The plan shall be submitted to the City and the Consulting Tribe(s) for review and comment, prior to final approval by the City. The Monitoring and Treatment Plan shall incorporate the components described in Mitigation Measure TCR-1. In the event that cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and the qualified archaeologist shall assess the find. Work on the other portions of the Project outside the buffered area may continue during the assessment period. Additionally, the San Manuel Band of Mission Indians shall be contacted, as detailed within Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall follow the stipulations of the Monitoring and Treatment Plan. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the Project.			

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
GEOLOGY AND SOILS			
PPP GEO-1: California Building Code. The Project is required to comply with the California Building Code as included in the City's Municipal Code Chapter 15.04 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.	Note in Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Building and Safety Division	
MM PAL-1: Paleontological Resources. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Redlands Planning Department, or designee, from a qualified professional paleontologist pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall also require paleontological monitoring pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology for ground disturbing activities greater than five feet in depth within native soil, as determined by the Project paleontologist. In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered. Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning,	Note in Construction Plans and Specifications. Prior to Grading Permits.	City of Redlands Planning Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.			
HYDROLOGY AND WATER QUALITY			
PPP WQ-1: Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) pursuant to the Municipal Code Chapter 13.54. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Redlands staff or its designee to confirm compliance.	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Building and Safety Division	
PPP WQ-2: Prior to grading permit issuance, the project developer shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The project shall comply with the City's Municipal Code Section 13.54 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Building and Safety Division	
NOISE			
PPP N-1: The Project plans shall state the Project is required to comply with construction hours of operation outlined in Section 8.06.120 of the City's Municipal Code; construction activities shall take place between the hours of 7:00 am and 8:00 pm on weekdays, including Saturdays, with no activity	In Construction Plans and Specifications. Prior to	City of Redlands Building and Safety Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
taking place at any time on Sundays or federal holidays. In addition, all motorized equipment used in such activities are required to be equipped with functioning mufflers.	Grading and Building Permits.		
MM N-1: Large loaded trucks and dozers (greater than or equal to 80,000 pounds) shall not be used within 30 feet of the southwest Property line, as shown on SCEA Figure N-3. Instead, smaller, rubber-tired bulldozers (less than 80,000 pounds) shall be used within this area during Project construction to reduce vibration effects.	In Construction Plans and Specifications. Prior to Grading and Building Permits.	City of Redlands Building and Safety Division	
PUBLIC SERVICES			
PPP PS-1: Schools Development Impact Fees. Prior to issuance of building permit, the Developer shall pay applicable school development impact fees levied by the Redlands Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407).	Note in Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Planning Division	
PPP PS-2: Park Fees. As a Condition of Approval of a tentative map, the Developer shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.	Note in Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Planning Division	
PPP PS-3: Development Impact Fees. As a standard requirement and included as a Condition of Approval for the Project, and prior to issuance of any building permits for the Project, the Developer shall pay all applicable City of Redlands Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.	Note in Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Planning Division	
TRIBAL CULTURAL RESOURCES			
MM TCR-1: The San Manuel Band of Mission Indians Cultural Resources Department shall be contacted, as detailed in MM CUL-1, of any pre-contact and/or historic-era cultural resources discovered during Project implementation, and shall be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA, a Cultural Resources Monitoring and Treatment Plan shall be prepared by the Project archaeologist, in coordination with the San Manuel Band of Mission Indians, and all subsequent	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Planning Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents the San Manuel Band of Mission Indians for the remainder of the Project, should the San Manuel Band of Mission Indians elect to place a monitor onsite. Any and all archaeological and cultural documents created as part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Applicant and the City of Redlands Development Services Department for dissemination to the San Manuel Band of Mission Indians.			

2. Response to Comments on the Public Review Draft SCEA

This memo contains responses to the comments that the City of Redlands (Lead Agency) received on the Sustainable Communities Environmental Assessment (SCEA) for the City Center Project during the public review period, which began July 13, 2022 and closed August 12, 2022 (SCH No. 2022070186). This document has been prepared in accordance with California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) and represents the independent judgment of the Lead Agency. This document and the circulated Public Review SCEA together comprise the Final SCEA.

The following public comments were submitted to the City of Redlands during the public review period:

O1. OmniTrans, Received July 15, 2022 (2 pages)
O2. Yuhaaviatam of San Manuel Nation, Received August 11, 2022 (2 pages)
O3. Agua Caliente Band of Cahuilla Indians, Received August 12, 2022 (1 page)
I1. Philip J. Terhorst, Received July 29, 2022 (2 pages)
I2. T. Allen Jolliff, Received July 30, 2022 (1 page)

The following public comments were submitted to the City of Redlands after the public review period:

O4. Lozeau Drury LLP, on behalf of Supporters Alliance for Environmental Responsibility ("SAFER"), Received August 29, 2022 (2 pages)

The public comments and responses to comments are included in the public record and are available to the Lead Agency decision-makers for their review and consideration prior to making their decision. Pursuant to CEQA Statute Section 21155.2(b)(5), none of the comments provide substantial evidence that the Project will have significant environmental effects which would require preparation of an Environmental Impact Report. None of this new material indicates that the Project will result in a significant environmental impact or an increase in a less than significant impact previously disclosed in the City Center SCEA.

This Response to Comments includes minor revisions to the Public Review Draft SCEA based upon: (1) clarifications required to prepare a response to a specific comment; and/or (2) typographical errors. These revisions do not alter any impact significance conclusions as disclosed in the SCEA. Changes made to the SCEA are identified here in strikeout text to indicate deletions and in <u>underlined</u> text to signify additions. These revisions are also outlined in Chapter 3, Errata. Revisions to the Public Review Draft SCEA.

Although CEQA Statute Section 21155 does not require a Lead Agency to prepare written responses to comments received, the City of Redlands has elected to prepare the following written responses with the intent of conducting a comprehensive and meaningful evaluation of the proposed Project. The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.

Letter O1: OmniTrans, Received July 15, 2022 (2 pages)

Hi Sean,

I received the Notice of Intent for the City Center housing development at Brookside at Eureka. I wanted to bring to your attention that in the preliminary site plan in the Initial Study that's online, the ADA-compliant bus stop boarding that was recently constructed a few years ago by the City is no longer there in the site plan and is replaced by palm trees. This bus stop is an existing condition, and ADA requires that it have a flat boarding area that connects to the curb for passengers to board and alight from the bus. So I would recommend requiring the project to leave the existing ADA-compliant bus stop boarding area as-is.

I would also recommend requiring the project to provide a thick concrete bus pad in the pavement of the street where the bus stops, to protect the pavement, as well as possibly to provide a bus shelter at the bus stop, since I expect the housing project may bring quite a few more riders for the bus stop. Omnitrans will take on ownership and maintenance responsibility of the shelter if it's our standard shelter model. I can provide the shelter model information. https://omnitrans.org/wp-content/uploads/2020/10/Omnitrans-Transit-Design-Guidelines.pdf



O1.1



O1.1 cont.

Feel free to let me know if you have any questions or need any more information, and I'm happy to review plans as well.

Thanks!

Anna Jaiswal
Development Planning Manager
OmniTrans
1700 West Fifth Street
San Bernardino, CA 92411
www.omnitrans.org
Work: 909-379-7256
Email: anna.jaiswal@omnitrans.org

Follow @Omnitrans:

RESPONSE TO LETTER O1: OmniTrans

Response to Comment O1.1: This comment states that the preliminary site plan included in the SCEA does not show the existing bus stop on Brookside Avenue. The bus stop is ADA compliant and OmniTrans recommends that the City require the bus stop to be left in place. The commenter also recommends that the Project provide a concrete bus pad on Brookside Avenue and a bus shelter, which OmniTrans will take ownership of and provide maintenance for.

The City appreciates OmniTrans review of the City Center SCEA and will continue consulting with OmniTrans regarding the bus stop on Brookside Avenue. The Project would be conditioned to coordinate placement and improvement of the bus stop with OmniTrans and the City of Redlands. The comment does not raise any environmental concerns or questions; therefore, no further response is warranted. The comment will be forward to City decision-makers.

Letter O2: Yuhaaviatam of San Manuel Nation, Received August 11, 2022

Hello Sean,

Thank you for contacting the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) regarding the above referenced project. YSMN appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on July 12th 2022, pursuant to CEQA (as amended, 2015) and CA PRC 21080.3.1. The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the CRM Department's present state of knowledge, YSMN does not have any concerns with the project's implementation, as planned, at this time. As a result, YSMN requests that the following language be made a part of the project/permit/plan conditions: **O2.1**

CUL MMs

1. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact

and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

2. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

3. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

TCR MMs

1. The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

2. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

Note: Yuhaaviatam of San Manuel Nation realizes that there may be additional tribes claiming cultural affiliation to the area; however, Yuhaaviatam of San Manuel Nation can only speak for itself. The Tribe has no objection if the agency, developer, and/or archaeologist wishes to consult with other tribes in addition to YSMN and if the Lead Agency wishes to revise the conditions to recognize additional tribes.

Please provide the final copy of the project/permit/plan conditions so that YSMN may review the included language. This communication concludes YSMN's input on this project, at this time, and no additional consultation pursuant to CEQA is required unless there is an unanticipated discovery of cultural resources during project implementation. If you should have any further questions with regard to this matter, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for YSMN with respect to this project.

O2.1 cont.

Respectfully,
Ryan Nordness

Ryan Nordness
Cultural Resource Analyst
Ryan.Nordness@sanmanuel-nsn.gov
O:(909) 864-8933 Ext 50-2022
M:(909) 838-4053
26569 Community Center Dr Highland, California 92346

RESPONSE TO LETTER O2: Yuhaaviatam of San Manuel Nation

Response to Comment O2.1: This comment states that the Tribe does not have any concerns with the Project, but the site is within Serrano ancestral territory and the Tribe requested the mitigation. Written notice was previously provided to the Yuhaaviatam of San Manuel Nation in accordance with AB 52 in the letter mailed to the Tribe on April 8, 2022. The Yuhaaviatam of San Manuel Nation requested consultation via email regarding the proposed Project. The Yuhaaviatam of San Manuel Nation (formerly San Manuel Band of Mission Indians) consulted with City on May 3, 2022, via email, as discussed in Section 6.3.18 of the SCEA (see pages 197-198). Furthermore, Mitigation Measures CUL-1 and TCR-1 are included, in line with the mitigation outlined in Letter O2, which reduce any potential impacts to tribal cultural resources to a less than significant level. The comment does not raise any further environmental concerns or questions; therefore, no further response is warranted. The comment will be forward to City decision-makers.

Letter O3: Agua Caliente Band of Cahuilla Indians, Received August 12, 2022

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION

03-027-2017-006

August 12, 2022

[VIA EMAIL TO: sreilly@cityofredlands.org]
City of Redlands
Mr. Sean Reilly
35 Cajon Street/ P.O. Box 3005
Redlands, CA 92373

Re: City Center Project, City of Redlands

Dear Mr. Sean Reilly,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the GPA 137 project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. Since this action does not have the potential to impact cultural resources, we have no concerns at this time. This letter shall conclude our consultation efforts.

> *Should human remains be discovered during construction of the proposed project, the project contractor would be subject to either the State law regarding the discovery and disturbance of human remains or the Tribal burial protocol. In either circumstance all destructive activity in the immediate vicinity shall halt and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5. If the remains are determined to be of Native American origin, the Native American Heritage Commission (NAHC) shall be contacted. The NAHC will make a determination of the Most Likely Descendent (MLD). The City and Developer will work with the designated MLD to determine the final disposition of the remains.

O3.1

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)883-1327. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

Arysa Gonzalez Romero
Cultural Resources Analyst
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

RESPONSE TO LETTER O3: Agua Caliente Band of Cahuilla Indians

Response to Comment O3.1: This comment states that the Tribe does not have any concerns with the Project, but the site is within the Tribe's Traditional Use Area. The Tribe included measures related to the discovery of human remains. Written notice was previously provided to the Agua Caliente Band of Cahuilla Indians in accordance with AB 52 in the letter mailed to the Tribe on April 8, 2022. The Agua Caliente Band of Cahuilla Indians did not request consultation on the Project. Tribal consultation is further discussed in Section 6.3.18 of the SCEA (see pages 197-198). Furthermore, Mitigation Measures CUL-1 and TCR-1 and PPP CUL-1 are included, in line with the measures outlined in Letter O3, which reduce any potential impacts to tribal cultural resources to a less than significant level. The comment does not raise any further environmental concerns or questions; therefore, no further response is warranted. The comment will be forward to City decision-makers.

Letter I1: Philip J. Terhorst, Received July 29, 2022

Philip J. Terhorst, AIA

26 Kendall Ave
Redlands, CA 92373
949.903.1356



July 25, 2022

City of Redlands, Planning Division

Attn: Sean Reilly, Principal Planner

P.O. Box 3005

Redlands, CA 92373-155

RE: City Center Project, CUP # 1138

To Whom it May Concern:

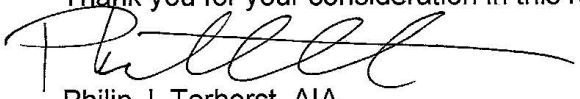
As a resident of a house adjacent to the subject property I received a Notice of Availability and Notice of Intent... on the subject property. I visited the Planning Department twice, and I reviewed the documents. I also spoke to Sean Reilly, the Principal Planner. **I1.1**

My comments are as follows:

1. As an architect who has spent the better part of 45 years working on projects similar to this I am very aware and knowledgeable of this project type. In general, I believe this project will be a benefit to our Redlands community; developments of this type, also including the redevelopment of the Mall site and the Grand project are exactly what downtown Redlands needs! I am fully in support of this project. **I1.2**

2. I do have concerns over one aspect of the project. Along the western edge the subject property abuts both the existing County office building and four or five residential properties which front on Kendall Ave. The current design shows a 20' wide alley between the new apartment building and the rear property lines of these neighboring parcels. There is no landscaping anywhere along this approximately 200' length of side yard. I believe this is a bad plan. Also, this alley will be an open driveway, making it a prime target for graffiti taggers and trash dumping. This is a disaster waiting to happen and does no good for the neighbors, the community, nor for the apartment residents. I suggest this alley be eliminated and this side yard be devoted to heavy landscaping and trees. IF, on the other hand, this alley is required for emergency vehicle access, its width should be increased to accommodate some heavy landscaping and trees. In addition, the alley should be gated and should be used for emergency vehicle access ONLY, with no public access. **I1.3**

Thank you for your consideration in this regard



Philip J. Terhorst, AIA
26 Kendall Ave
Redlands, CA 92373
949.903.1356

RESPONSE TO LETTER I1: Philip J. Terhorst

Response to Comment I1.1: This comment states that the commenter is a resident of the house adjacent to the Project site and has reviewed the Project documents and spoken to the City planner regarding the Project. The comment is introductory in nature and does not raise a specific issue with the adequacy of the SCEA or raise any other CEQA issues. Therefore, no further response is required.

Response to Comment I1.2: This comment states that the commenter is an architect and believes that this Project, along with the State Street Village Project and The Grand Project, are the type of developments that downtown Redlands needs. The comment states that the commenter is in full support of the Project. This comment presents the commenter's opinion and does not raise a specific issue with the adequacy of the SCEA or raise any other CEQA issues. Therefore, no further response is required.

Response to Comment I1.3: This comment states that the commenter has concerns over the 20-foot driveway along the rear of the property as there is no landscaping proposed along the driveway. The comment states that since this would be a public driveway, it would be a prime target for graffiti and trash dumping, which would be harmful to neighbors, the community, and the apartment residents. The comment states that the driveway should be removed and turned into a side yard or, at a minimum, be gated and only be accessible by emergency vehicles.

Per updated plans, available for review at the City of Redlands Planning Department, the 20-foot driveway on the western side of the site would serve as a fire access road and would be gated along Brookside Avenue. In addition, security lighting would be provided throughout the site to ensure that vandalism would not occur. This comment does not raise a specific issue with the adequacy of the SCEA or raise any other CEQA issues. Therefore, no further response is required.

Letter I2: T. Allen Jolliff, Received July 30, 2022

If the units are multi-family, why didn't the developers plan to create, at least, two parking spaces for each unit. Also, if a family would like to rely more on bicycles, I do not see mention of a secure area for the bikes. Securing bikes, especially when visiting new businesses, seems vital to encourage reducing a need for cars and their negative impact in the area. **I2.1**

Concerned Redlands Voter, T. Jolliff

RESPONSE TO LETTER I2: T. Allen Jolliff

Response to Comment I2.1: This comment states that if these units are multi-family, there should be at least two parking spaces per unit. In addition, the comment states that there is no mention of how bikes would be secured if families are supposed to rely on bikes.

Parking or a lack of parking is not considered an environmental impact under CEQA. However, pursuant to City of Redlands Municipal Code Section 18.92.080, with a Conditional Use Permit, only 1 parking space is required for units up to 999 square feet (SF), 1.5 space is required for units 1,000 to 1,499 SF, and 2 spaces are required for units greater than 1,500 SF. As discussed within the SCEA and shown on Figure 3-1, *Conceptual Site Plan, Parking Level*, the Project would include multiple bike storage rooms and bike maintenance rooms adjacent to the parking garage. This comment does not raise a specific issue with the adequacy of the SCEA or raise any other CEQA issues. Therefore, no further response is required.

Letter O4: Lozeau Drury, on behalf of Supporters Alliance for Environmental Responsibility ("SAFER"), Received August 29, 2022

LOZEAU DRURY LLP
T 510.836.4200
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1939 Harrison Street, Ste. 150
Oakland, CA 94612
www.lozeaudrury.com
rebecca@lozeaudrury.com

Via Email

August 29, 2022

Steven Frasher, Chair
Joe Richardson, Vice Chair
Karah Shaw, Commissioner
Rosemarie Gonzales, Commissioner
Mario Saucedo, Commissioner
Matt Endsley, Commissioner
Maryn Wells, Commissions
City of Redlands Planning Commission
35 Cajon Street, Suite 2
Redlands, CA 92373
PlanningCommission@cityofredlands.org

Sean Reilly, Principal Planner
Development Services Department
City of Redlands
35 Cajon St Suite 20
Redlands, CA 92373
sreilly@cityofredlands.org

Re: Comment on Sustainable Communities Environmental Assessment, City Center Project (Conditional Use Permit No. 1138, Tentative Parcel Map No. 20475; SCH 2022070186)
Planning Commission Agenda Item 5B

Dear Chair Frasher, Vice Chair Richardson, Honorable Commissioners, and Mr. Reilly:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Sustainable Communities Environmental Assessment ("SCEA") prepared for the City Center Project (Conditional Use Permit No. 1138, Tentative Parcel Map No. 20475; SCH 2022070186), including all actions related or referring to the proposed construction of a mixed-use development consisting of 131 apartments, 23,476 square feet of amenity space, and a ground floor and subterranean parking garage beneath the proposed residential building, located at the northwest corner of Eureka Street and Brookside Avenue in the City of Redlands ("Project"), which is being heard on August 30, 2022 by the Planning Commission as Agenda Item 5B. O4.1

After reviewing the SCEA, we conclude the SCEA fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. Therefore, we request that the Development Services Department prepare a revised SCEA or, in the alternative, prepare an Environmental Impact Report ("EIR") for the Project pursuant to the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000, et seq.

We reserve the right to supplement these comments, including but not limited to at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

O4.1 cont.

Sincerely,

Rebecca Davis
Lozeau Drury LLP

RESPONSE TO LETTER O4: Lozeau Drury, LLP, on behalf of SAFER

Response to Comment O4.1: This comment provides background on the Project and introduces the comment letter. The comment states that the SCEA does not include all feasible mitigation measures to reduce the Project's impacts. As discussed throughout the SCEA, mitigation measures would only be required for impacts related to biological resources, cultural resources, paleontological resources, noise, and tribal cultural resources. In regard to these impact areas, the Project would implement all feasible mitigation required to reduce impacts to a less than significant level. For other impact areas, there would be no nexus requiring mitigation pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)-(B), and impacts would be less than significant. Comment O4.1 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O4.1 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

3. Errata to the City Center SCEA

This section contains revisions to the Public Review Draft SCEA based upon: (1) clarifications required to prepare a response to a specific comment; and/or (2) typographical errors. These revisions do not alter any impact significance conclusions as disclosed in the SCEA. Changes made to the SCEA are identified here in ~~strikeout~~ text to indicate deletions and in **bold underlined** text to signify additions.

Revisions in Response to Written Comments and City Changes to Text

The following text, organized by SCEA Chapters and Sections, has been revised in response to comments received on the SCEA and corrections identified by the City.

Section 6.3.13, Noise

Mitigation Measure N-1, on page 183 will be revised as follows:

MM N-1: Large loaded trucks and dozers (greater than or equal to 80,000 pounds) shall not be used within 30 feet of the southwest Property line, as shown on **SCEA Figure** N-3. Instead, smaller, rubber-tired bulldozers (less than 80,000 pounds) shall be used within this area during Project construction to reduce vibration effects.

RESOLUTION NO. 8396

A RESOLUTION OF THE CITY OF REDLANDS CITY COUNCIL DENYING AN APPEAL AND UPHOLDING THE PLANNING COMMISSION'S DECISION TO APPROVE CONDITIONAL USE PERMIT NO. 1138, TENTATIVE PARCEL MAP NO. 20475, AND ADOPT A SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT FOR THE CITY CENTER MIXED-USE PROJECT.

WHEREAS, Vantage One Real Estate Investments, ("Applicant"), submitted a development application for Conditional Use Permit No. 1138 to construct a mixed-use project with 131 dwelling units and a total of 10,550 square-feet of commercial (restaurant) floor area known as "The City Center" on approximately 3.01 acres located at the northwest corner of N. Eureka Street and Brookside Avenue (APNs: 0171-211-11-0000 through 0171-211-21-0000, 0171-211-25-0000, and 0171-101-01-0000 through 0171-101-05-0000); and

WHEREAS, the Applicant submitted an application for Tentative Parcel Map No. 20475 to merge seventeen parcels and subdivide a total of approximately 3.01 acres into two parcels for development purposes; and

WHEREAS, the above-referenced applications filed with the City of Redlands are referred to hereinafter as the "Project" and "Project Entitlements"; and

WHEREASE, the proposed Project is subject to the California Environmental Quality Act (CEQA), the City has prepared an Initial Study and Sustainable Communities Environmental Assessment (SCEA) for the Project; and

WHEREAS, on August 30, 2022, the Planning Commission considered the Initial Study/SCEA, written comments submitted during the 30-day public review period, and the testimony and any written evidence submitted by members of the public; and

WHEREAS, on August 30, 2022, the Planning Commission held a public hearing and considered the staff report, oral report, the testimony and the written evidence submitted by staff, the applicant and by members of the public on the Project; and

WHEREAS, following the public hearing on August 30, 2022, the Planning Commission determined that approval of the Project is in the best interests of the public health, safety and general welfare and voted unanimously to approve the Project Entitlements; and

WHEREAS, Lozeau Drury, LLP, representing Supporters Alliance for Environmental Responsibility (SAFER) ("Appellant"), has filed a timely application on September 9, 2022, to appeal the Planning Commission's approval of the Project Entitlements for the City Center mixed-use project; and

WHEREAS, on September 21, 2022, notice of the City Council public hearing was mailed to the owners of record of all properties within 300 feet of the subject property, in accordance with Sections 17.07.060 and 18.192.040 of the Redlands Municipal Code; and

WHEREAS, on October 4, 2022, the City Council held a duly noticed public hearing to consider the Appeal of the Planning Commission's approval of the Project Entitlements, and considered verbal and written testimony of City staff, the appellant, and public comments from members of the public.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS AS FOLLOWS:

Section 1. The proposed Project is subject to the California Environmental Quality Act (CEQA), the City has prepared an Initial Study and Sustainable Communities Environmental Assessment (SCEA) for the Project, exercised its own independent judgment and analysis and there is no substantial evidence that the proposed project may have any significant effects on the environment, the custodian of records is the Planning Division of the Development Services Department, and the SCEA document has been prepared in accordance with Public Resources Code Section 21155.2(b) and applicable provisions of the State CEQA Guidelines.

Section 2. The City Council hereby denies the Appeal and upholds the decision of the Planning Commission approving Conditional Use Permit No. 1138, Tentative Parcel Map No. 20475, and the adopted Sustainable Communities Environmental Assessment for the City Center mixed-use project.

ADOPTED, SIGNED AND APPROVED this 4th day of October 2022.

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk of the City of Redlands, do hereby certify that the foregoing Resolution was duly adopted by the City Council at a regular meeting thereof held on the 4th day of October 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

_____
Jeanne Donaldson, City Clerk

City Council/Successor Agency Meeting **K. 2.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Consideration of the proposed "The Grand" residential project by applicant Vantage One Real Estate Investments, LLC, located at the northeast corner of West Redlands Boulevard and Eureka Street.
(Mayor to declare meeting open as a public hearing)

PUBLIC HEARING to consider the following applications for the properties located at 200-206 West Redlands Boulevard (APNs: 0169-281-30-0000 and 0169-281-31-0000) in the Town Center - Historic (TC-H) District of the Downtown Specific Plan, and associated California Environmental Quality Act determination:

1. **City Council Resolution No. 8389**– Consideration of an Initial Study and Sustainable Communities Environmental Assessment document prepared for the proposed project in accordance with the California Environmental Quality Act.

2. **City Council Resolution No. 8391-(Amendment No. 23 to Specific Plan No. 45)** –A proposal to amend the development standards regulating building height in the Town Center (TC), Town Center – Historic (TC-H), and Service Commercial (SC) Districts of the Downtown Specific Plan (Specific Plan No. 45). The proposed amendment would allow the maximum building height to be four stories, while maintaining the overall maximum height limit of 55 feet.

3. **City Council Resolution No. 8390-(Commission Review and Approval No. 911 and Tentative Parcel Map No. 20175)** – A request for site plan approval and architectural design review for a proposal to construct a 145-unit multi-family apartment building four stories in height, including subterranean and surface level structured parking, courtyards, and common open space amenities, and a proposal to merge fourteen existing parcels into one 1.49-acre parcel for development purposes.

(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 upon applicant, or his/her representative, for comments and testimony.
5. Mayor calls for comments/questions/testimony from members of the public
   (3 minutes per speaker).
6. Mayor calls upon City Clerk to note any written comments received.
7. Mayor calls upon the applicant, or representative, for rebuttal comments (5 minutes).
8. Mayor closes the public hearing.
9. City Council considers the motion and votes.

MOTION(S):

If the City Council deems it appropriate, staff recommends the following motions:

I move to adopt Resolution No. 8389 and adopt the Sustainable Communities Environmental Assessment document prepared for the project in accordance with the California Environmental Quality Act;

I move to adopt Resolution No. 8390 and approve Amendment No. 23 to Specific Plan No. 45 (Downtown Specific Plan); and

I move to adopt Resolution No. 8391, and approve Commission Review and Approval No. 911 and Tentative Parcel Map No. 20175 for the proposed project.

COMMISSION RECOMMENDATION:

On August 30, 2022, the Planning Commission reviewed the proposed projects plans, received the applicant's presentation, reviewed written public comments, and received verbal public comments and testimony on the proposed project. A total of four (4) written public comments were reviewed, of which three were in support and one opposed. A total of four (4) speakers offered comments at the public hearing on August 30, 2022 (click here to go to the meeting video). The written and verbal comments focused on the opportunity to redevelop the project site with a residential building that would provide opportunities for middle-income

households, the desire for a compact and walkable downtown and to bring people into downtown to support the business community, some concerns about air quality modeling and environmental review, and general concerns about project density and height. The Commission voted unanimously to recommend approval of the project.

BACKGROUND:

Redlands Passenger Rail: For more than two decades, the City has planned cooperatively with the San Bernardino County Transportation Authority (formerly known as the San Bernardino Associated Governments), other local public authorities, and private interests to establish a Metrolink rail line, Arrow passenger rail line, and train stations to serve the citizens, employees, and visitors in Redlands. On June 19, 2012, the City Council adopted Resolution No. 7173 determining that the creation of a General Plan "Transit Village Overlay" land use classification was exempt from Measure "U" to promote the development of high density residential and non-residential uses within walking distance of Metrolink stations to reduce vehicular usage, improve air quality, provide health benefits, and provide economic development opportunities, among other public benefits. These actions laid the foundation for the General Plan Update adopted in 2017.

2035 General Plan: On December 5, 2017, the City Council adopted the 2035 General Plan and certified the related Environmental Impact Report. The 2035 General Plan implements the Transit Village Concept and strategy, and contains more than 100 Principles and Actions that are designed to implement transit-oriented developments in the core areas of the City and around the three new train stations in Redlands. The benefits of the Transit Village Concept and strategy include: slowing and preventing sprawl type development; reduce vehicle miles traveled; enable alternative modes of transportation (such as walking, biking, and transit options); reduce greenhouse gas emissions and improve local air quality; preserve existing agricultural land and open space around the periphery of the City; and reduce the need for expanding public infrastructure as well as reduce potential future costs of maintaining public infrastructure and facilities. The City has also drafted (but not yet adopted) a "Transit Villages Specific Plan" to fully implement the community's vision as articulated in the 2035 General Plan.

Climate Action Plan: The Climate Action Plan was adopted with the 2035 General Plan, and encourages infill development in the core areas of the City to include the transit village areas in conjunction with multiple transportation options. The overarching goal is to reduce motor vehicle trips locally and regionally (i.e., Vehicle Miles Traveled or "VMT") which results in lowering greenhouse gas emissions and improving air quality. To accomplish this, future development and housing in Redlands should be more compact, energy efficient, and generate fewer motor vehicle trips. This can be achieved with

smaller dwelling units in the transit village areas, compared to traditional single-family development and sprawl, and locating housing near other services (e.g., retail, offices, daily household goods, restaurants, etc.).

Measure U: The language of Measure "U" provides exemptions for six "Special Categories of Development" including one for future development directly related to the Redlands train stations. On October 19, 2021, the City Council adopted Resolution No. 8270 determining the proposed Project is "directly related" to the downtown train stations, and therefore, was exempt from Measure "U."

ANALYSIS:

A) Project Description

The Project proposes to demolish the existing commercial building and site improvements and redevelop the site with a 145-unit apartment building, comprised of studio and one-bedroom units ranging in size from 517-square feet to 829-square feet located at the northeast corner of Redlands Boulevard and Eureka Street (Attachment A - Location Map, and Attachment B - Aerial Photo). The Project consists of a single four-story building, built over a subterranean and surface level parking structure (Attachment C - Site Plan). The proposal includes a total of 22,948 square feet of common recreational space consisting of a 12,214 square-foot roof deck and a 10,733 square-foot pool plaza within a courtyard on the first level (Attachment D - Floor Plans). The Project site is located at the northeast corner of Redlands Boulevard and Eureka Street. For a detailed description and assessment of the project, please refer to the Planning Commission staff report in Attachment E.

In order to implement the project as designed, it will be necessary to amend Specific Plan No 45 (Downtown Specific Plan). Currently, Specific Plan No. 45 permits buildings up to three stories high and a maximum height of 55 feet. The proposed project complies with the 55-foot height limit, but is requesting an amendment to allow four stories.

A complete set of project development plans are provided including: Architectural Elevations (Attachment F); Landscape Plan, (Attachment G); and Tentative Tract Map for parcel consolidations plus civil plans (Attachment H).

B) General Plan

The 1.49-acre site is currently located in the "Commercial" land use designation of the General Plan (see Attachment I - General Plan Land Use Map). The project site is also located within the General Plan's intended Transit Village Overlay area for the downtown, with the downtown train station at its center

General Plan Policies: A primary strategy of the 2035 General Plan is to encourage more transit-oriented development in close proximity to the three

train stations in the core areas of Redlands, rather than continuing the pattern of subdivisions and sprawling development around the periphery of the city. This strategy is referred to as the “Transit Village Concept” and emphasizes mixing of land uses (such as residential with retail, restaurant, office, and similar commercial uses) and higher density/intensity of uses around the train stations for the intended purposes of supporting transit use, enhancing walkability and pedestrian orientation around the station areas, and reducing use of automobiles within the pedestrian-friendly station areas and downtown area.

For a detailed analysis of the applicable General Plan policies, please refer back to the Planning Commission staff report in Attachment E. The project, if approved, will also help the City achieve its goals in the new 2021-2029 Housing Element, construct more units to fulfill the city's Regional Housing Needs Assessment allocation, as well as provide a greater variety of housing unit types and affordability levels.

C) Zoning and Development Standards

The Project site is currently within the boundaries of Specific Plan 45 (Downtown Specific Plan) in the Town Center-Historic (TC-H) district. Surrounding properties to the north and east are also within the TC-H district (see Attachment J – Zoning Map). Properties to the south are currently in the C-3, General Commercial zone, including the Redlands Mall property directly across Redlands Blvd. that was recently approved for a mixed-use project (the State Street Village project). Properties to the west are currently within the C-4, Highway Commercial zone.

With the proposed Specific Plan Amendment, the proposed project will be consistent with the applicable development standards for the Town Center-Historic (TC-H) district of the Downtown Specific Plan and the Redlands Municipal Code (see Attachment K1 – Table of Development Standards). Applicable development standards pertain to on-site resident parking, residential guest parking, and landscaping of building setbacks and other standards.

D) Commission Review and Approval

A Commission Review & Approval permit is for project design review and site plan approval, including architectural design review, for Permitted uses. Multifamily attached residential uses are listed as "Permitted" in all districts of the Downtown Specific Plan.

Access and Frontage Improvements: The proposed Project would be accessed through new driveways on Third Street and Eureka Street, where an alley is proposed along the north perimeter of the site. This alley provides access to the parking structure. Public sidewalks (existing and proposed) would be 8’0” wide around the perimeter of the site (i.e., along Redlands Blvd., Eureka St., and Third St.), except at the northeast corner of the site where the wider sidewalk

tapers to 5’0” as it connects to the existing 5’0” sidewalk on Third Street. The frontages and curbs along Redlands Boulevard, Third Street, and Eureka Street would remain in the same approximate locations as they are currently.

Building Heights: The proposed building would have a maximum height of 55 feet above grade and includes a subterranean two-story parking structure underneath the apartment building (i.e., one fully subterranean level and one parking level at grade). The proposed structure is four stories high on all sides, with apartment units on the upper floors, and common space areas placed on the first level over the parking structure (courtyard with pool area) as well as on the rooftops over the 4th floor residential units.

Floor-Area Ratio: Within the Town Center-Historic (TC-H) District of the Downtown Specific Plan, a maximum floor-area ratio of 2.0 is allowed, not including structured parking areas. Floor-area ratio (or “FAR”) is one way to measure the intensity of a land use using the total floor area of buildings divided by lot size. The proposed project has a total gross square-footage of 126,512 square-feet (or FAR of 2.0) which complies with the TC-H District.

Architectural Design Guidelines: The proposed designs of the building comply with the City’s Architectural Design Guidelines that are applicable to new projects. A description of the proposed architecture is provided in the Planning Commission staff report, and the table of Architectural Design Guidelines (Attachment K2) explains how the proposed project will meet the guidelines.

Resident & Guest Parking: The minimum required number of parking spaces for the Project is 183 parking spaces, and a total of 183 spaces are provided (consisting of 143 Standard stalls, 34 Compact stalls, and 6 ADA-accessible stalls). Per Redlands Municipal Code (RMC) Section 18.92.080(B), the required resident parking is based on unit size, and requires one (1.0) space per unit up to 999 square-feet. A minimum of 145 spaces are required for residents, and a total of 145 spaces are provided.

Guest parking must be provided at a ratio of 1 space for every four dwelling units. A minimum of 36.5 Guest spaces are required, and 37 spaces are provided.

Private Open Space: The Project would provide approximately 22,948-square feet of common recreational and outdoor space. The common recreational space would include a 12,196-square foot roof deck and a 9,017-square foot pool plaza. The Project would also include multiple indoor amenities such as a pool, fitness room, community room, bike storage, and lounges.

Landscaping, Fences and Walls: The Downtown Specific plan requires that a minimum 8% of the total lot area must be fully landscaped. As shown on the Preliminary Landscape Plan (Attachment G), the Project proposes 7,843 square feet (or 12%) of total landscape area, which exceeds the minimum landscape

coverage requirement.

E) Tentative Parcel Map

The proposed Tentative Parcel Map No. 20175 (Attachment H) would consolidate the fourteen existing parcels comprising the project site into a single parcel approximately 1.48-acres in size for development of the Project. A curvilinear portion of the parcel on the southeast corner of the site at Redlands Boulevard and Third Street is proposed to be dedicated to the City's right-of-way, providing for a rounded "corner-cutoff" and ensuring sidewalks remain under the City's control.

F) Findings

The relevant Findings for all requested entitlements are included in Resolution Nos. 8389, 8390, and 8391 attached to this staff report.

ENVIRONMENTAL REVIEW:

Initial Study & Sustainable Communities Environmental Assessment: The Initial Study (Attachment L-1) prepared for the Project is based on Appendix G of the CEQA Guidelines, and includes all the standard topics of analysis including: 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; transportation; tribal cultural resources; and utilities and service systems. The document was prepared using the appropriate criteria and thresholds for a Sustainable Communities Environmental Assessment (SCEA) in compliance with CEQA, which is similar in appearance to a Mitigated Negative Declaration used for many types of development projects.

Public Review & Comment Period: The required 30-day public review and comment period began on July 14, 2022, and ended on August 12, 2022. The Notice of Intent was published in a local newspaper as well as posted to OPR's State Clearinghouse website for CEQA documents (SCH No. 2022070225). The Initial Study and related documents are also posted on the City's webpage for environmental documents at https://www.cityofredlands.org/post/environmental-documents.

Mitigation Measures: The Mitigation Monitoring/Reporting Program (Attachment L-2) includes mitigation measures pertaining to Biological Resources, Cultural Resources, Geology & Soils, and Tribal Cultural Resources. All mitigation measures and project design features pertain to the construction phases of the Project, and will ensure that the environmental effects of the Project will remain less than significant. No mitigation measures are necessary for any operational aspects of the Project or will need future monitoring. Mitigation Measures from

SCAG's RTP/SCS Program EIR which was certified on May 7, 2020, have also been included as a part of the Project's SCEA. After mitigation, no potentially significant impacts were identified as a result of the Project, and the mitigation measures will be incorporated into the Project as mandatory Conditions of Approval.

Public Comments: To date, one public comment letter was received from a law firm representing Supporters Alliance for Environmental Responsibility. The form letter stated concerns about interior air quality within the project (i.e., speculation about formaldehyde emissions from glues used in construction). Comments were also received from Yuhaaviatam of San Manuel Nation and T. Allen Jolliff. There is no information or evidence identifying any potentially significant impacts as a result of the project, and the city's environmental consultant has provided a written Response to Comments document (see Attachment L-3). The proposed Initial Study for a Sustainable Communities Environmental Assessment is the appropriate environmental determination for this project.

SUBMITTED BY:
Brian Desatnik, Development Services 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 Director

PREPARED BY:
Emily Elliott, AICP, Contract Planner

Attachments

Attachment A: Location Map
Attachment B - Aerial Photo
Attachment C: Site Plan
Attachment D: Floor Plans
Attachment E: Planning Commission Staff Report
Attachment F: Architectural Elevations and Materials
Attachment G: Landscape Plan
Attachment H: Tentative Parcel Map
Attachment I: General Plan Land Use Map
Attachment J: Zoning Map
Attachment K-1: Table of Development Standards

Attachment K-2: Architectural Design Guidelines
Attachment L-1 - Sustainable Communities Environmental Assessment
Attachment L-2: Mitigation Monitoring & Reporting Program
Attachment L-3: Response to Environmental Comments
Attachment M: Resolution No. 8389 (Environmental Determination)
Attachment N: Resolution No. 8390 (Specific Plan Amendment No. 23)
Attachment O-1: Resolution No. 8391 (CRA No. 911 and TPM No. 20175)
Attachment O-2: Exhibit B to Resolution No. 8391



Location Map

This map was produced by the City of Redlands, Geographic Information System.
The City of Redlands assumes no warranty or legal responsibility for the information contained on this map.
The data used to generate this map is dynamic in nature, therefore the information shown may or may not be the most current.

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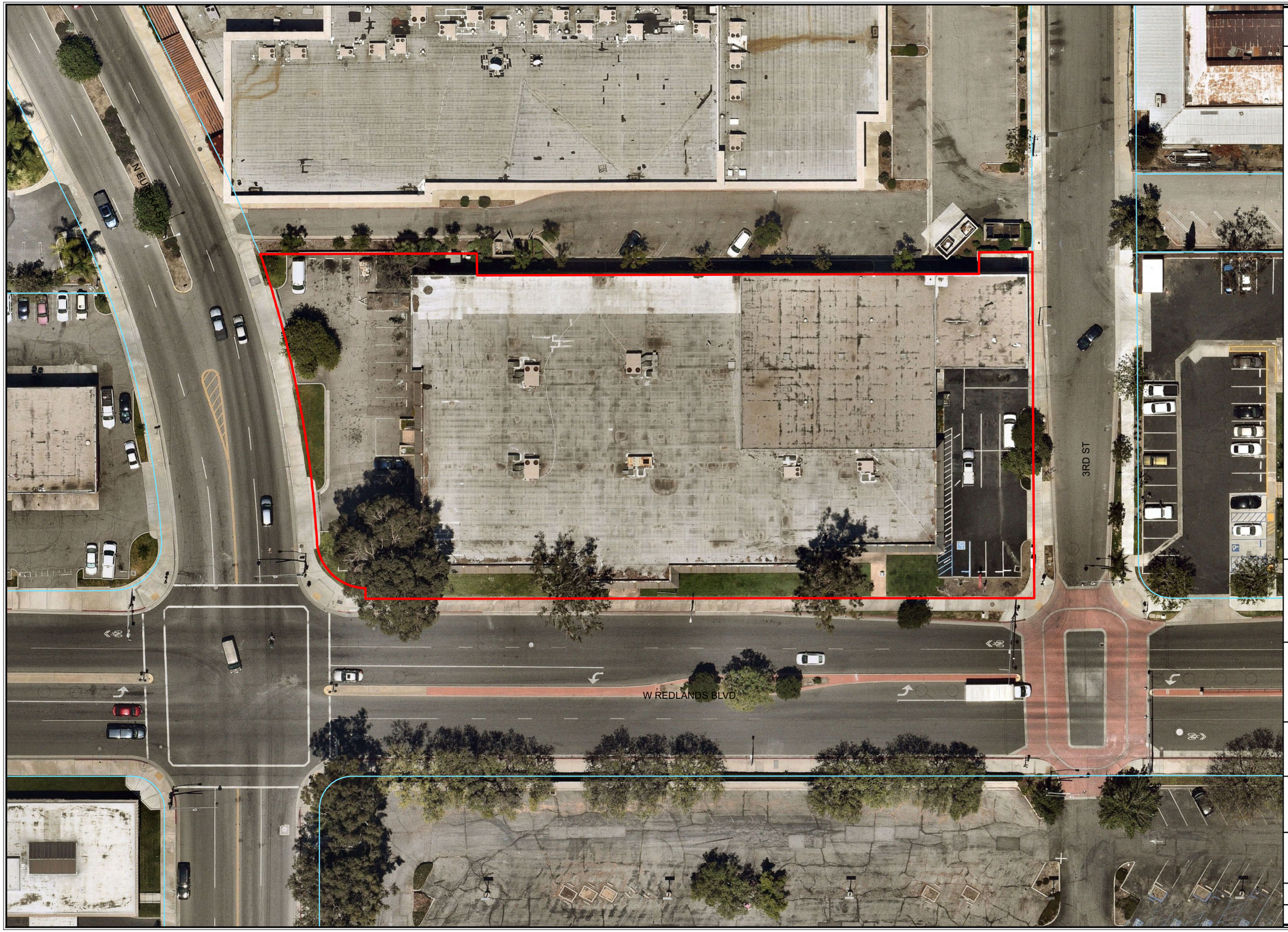
Feet

City of Redlands
Department of Innovation & Technology
Geographic Information Systems

City of REDLANDS "A City That Works"

September 10, 2021

OneStop.mxd



Aerial Photo

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W E
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Scale

0 30 60
Feet

City of Redlands
Department of Innovation & Technology
Geographic Information Systems

City of REDLANDS "A City That Works"

September 7, 2022

OneStop.mxd

PROJECT SUMMARY

PARKING:		
COVERED STANDARD:	137	PARKING SPACES
COVERED COMPACT:	35	PARKING SPACES
MOVING:	1	PARKING SPACES
PARALLEL:	2	PARKING SPACES
LOADING:	1	PARKING SPACES
MAIL:	1	PARKING SPACE
ACCESSIBLE:	6	PARKING SPACES
TOTAL:	183	PARKING SPACES
RATIO:	1.25:1	RATIO

UNIT COUNT:			
UNIT 1	(JR 1 BED):	33 UNITS	(23%)
UNIT 1D	(1 BED/1BA/DEN):	6 UNITS	(4%)
UNIT 2	(1 BED/1BA):	38 UNITS	(26%)
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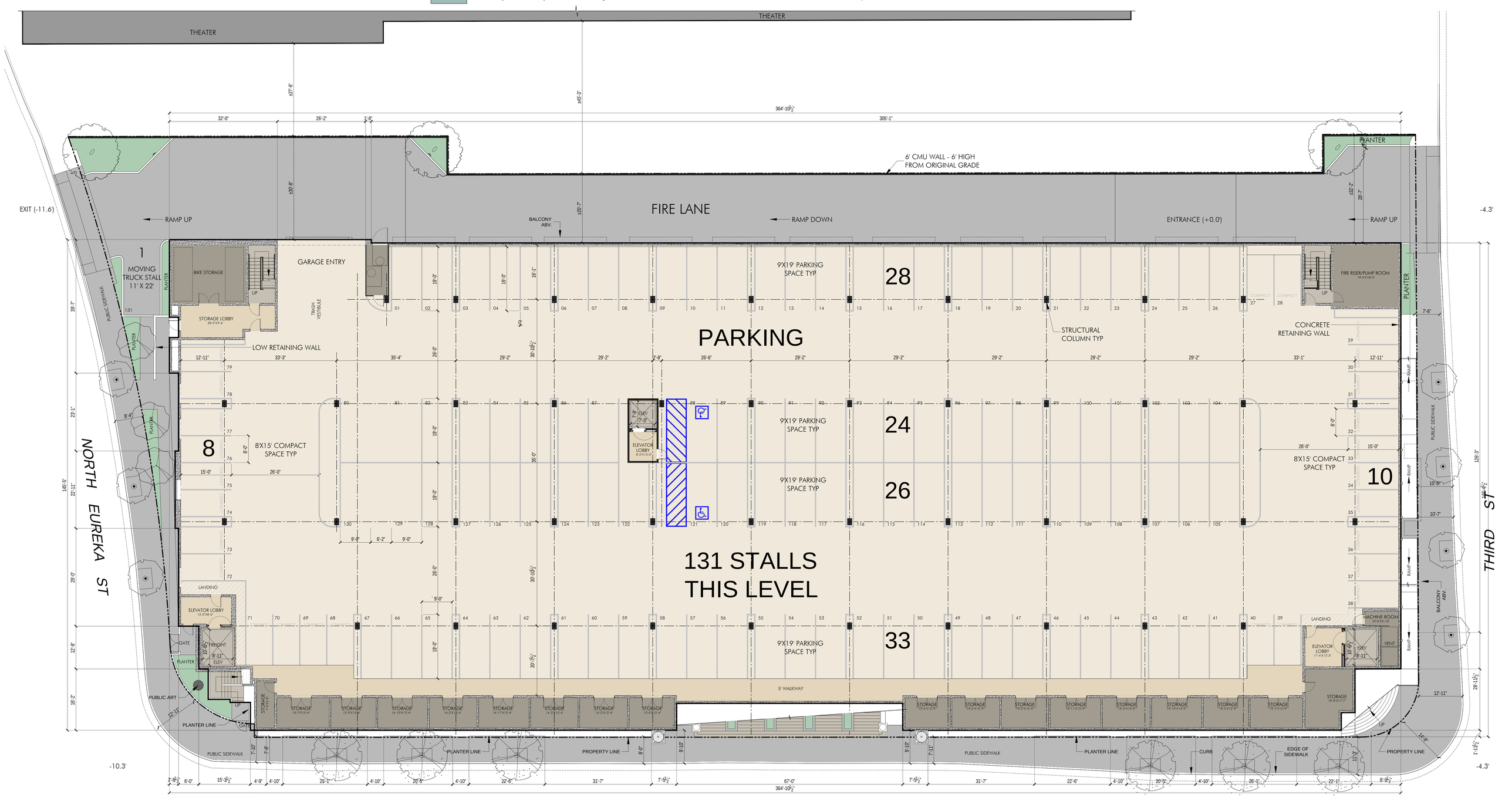
TOTAL:		145 UNITS	

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'	
UNIT 1D (1 BED/1BA/DEN)	612 SQFT - 23'X32.75'	
UNIT 2 (1 BED/1BA)	586 SQFT - 26'X23'	
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'	
UNIT 2XD (1 BED/1BA/DEN)	768 SQFT - 23'X38.25'	
UNIT 3 (1 BED/1BA)	804 SQFT - 29'X29'	
UNIT 4 (1 BED/1BA/DEN)	829 SQFT - 23'X38.75'	
STAIRS/ELEVATORS		
COMMUNITY ROOM		
CORRIDOR		
MECHANICAL/STORAGE		

TOTAL RESIDENTIAL BUILDING AREA: 226,512.9 SF

	Total Provided	Standard Required (25%)	Remaining	Compact Alowed	Compact Provided
Parking Level 1	131	33	98	25	26
Parking Level 2	52	13	39	10	8
Total Parking	183	46	137	34	34



PARKING LEVEL 1 - SITE PLAN

0 8 16 32

SCALE: 3/32" = 1'-0"

THE GRAND

IDEArc ARCHITECTURE + PLANNING

DESIGN DEVELOPMENT REVIEW PACKAGE

DESIGN DEVELOPMENT FLOOR PLANS

07/19/22

VantageOne REAL ESTATE INVESTMENTS

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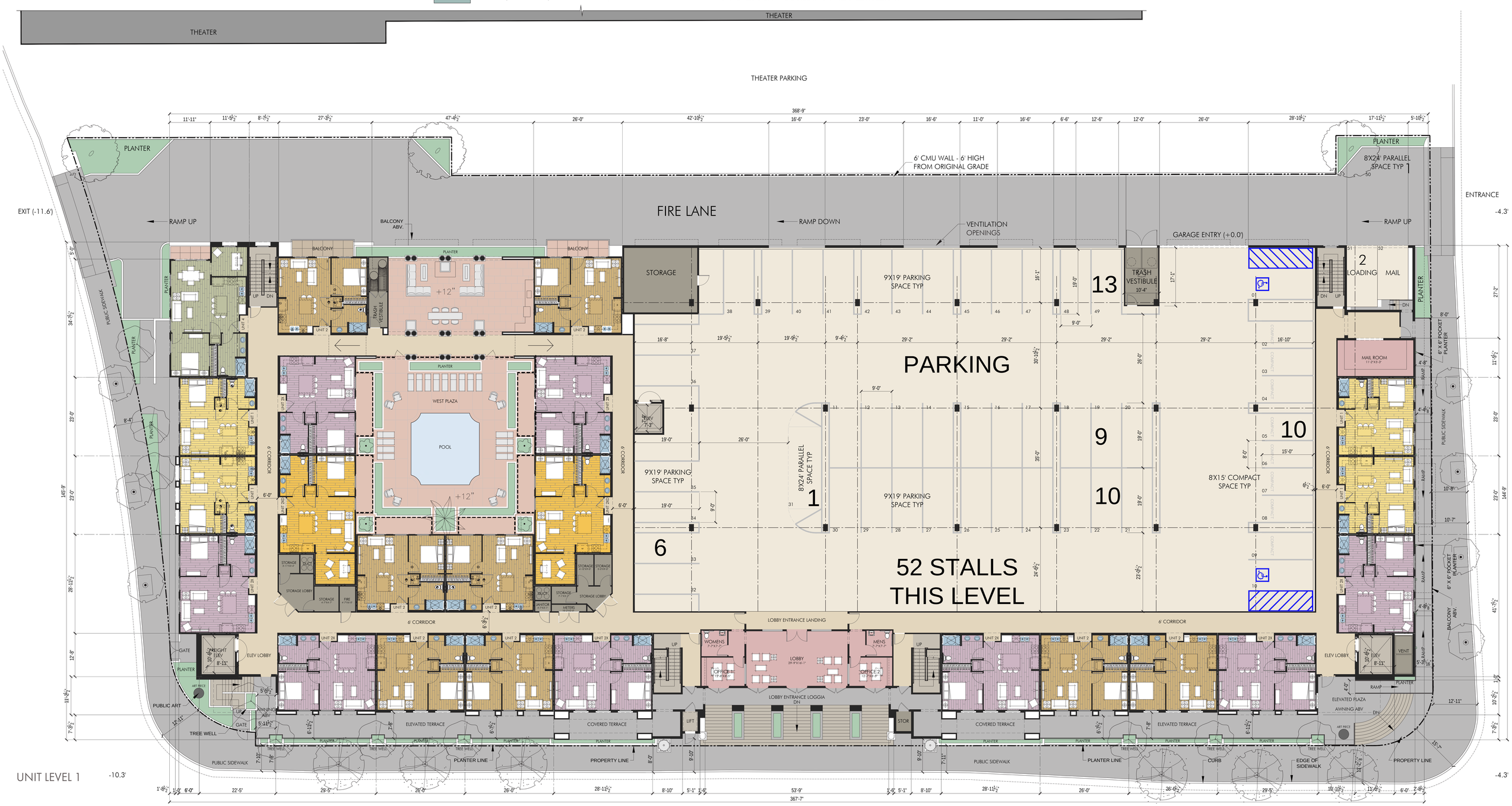

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SCALE: 3/32" = 1'-0"

THE GRAND

PROJECT SUMMARY

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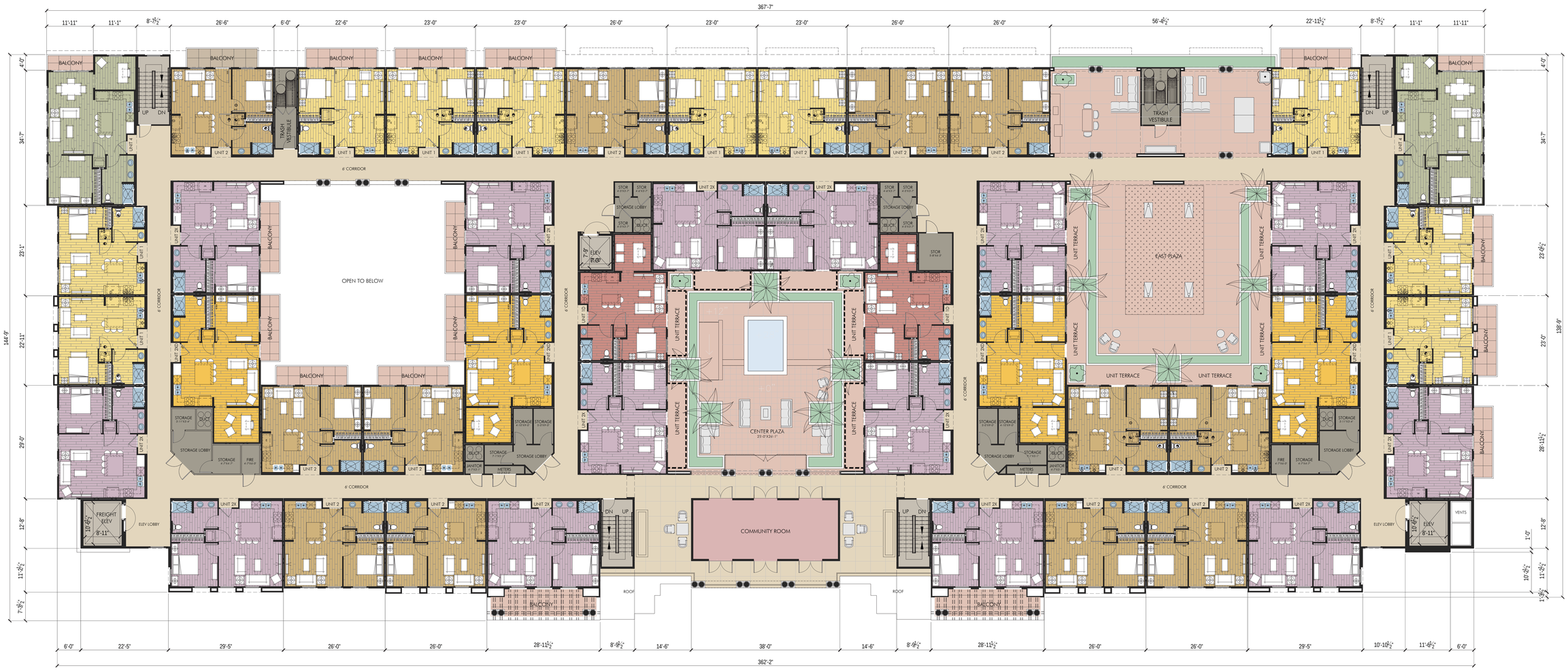

UNIT LEVEL 2

0 8 16 32

SCALE: 3/32" = 1'-0"

THE GRAND

IDEArc ARCHITECTURE + PLANNING

DESIGN DEVELOPMENT REVIEW PACKAGE

DESIGN DEVELOPMENT FLOOR PLANS

07/19/22

VantageOne REAL ESTATE INVESTMENTS

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UNIT 2 (1 BED/1BA)	586 SQFT - 26'X23'	COMMUNITY ROOM	
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'	CORRIDOR	
UNIT 2XD (1 BED/1BA/DEN)	768 SQFT - 23'X38.25'	MECHANICAL/STORAGE	
UNIT 3 (1 BED/1BA)	804 SQFT - 29'X29'	TOTAL RESIDENTIAL BUILDING AREA: 226,512.9 SF	



UNIT LEVEL 3

0 8 16 32

SCALE: 3/32" = 1'-0"

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DESIGN DEVELOPMENT REVIEW PACKAGE

DESIGN DEVELOPMENT FLOOR PLANS

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PROJECT SUMMARY

PARKING:		
COVERED STANDARD:	137	PARKING SPACES
COVERED COMPACT:	35	PARKING SPACES
MOVING:	1	PARKING SPACES
PARALLEL:	2	PARKING SPACES
LOADING:	1	PARKING SPACES
MAIL:	1	PARKING SPACE
ACCESSIBLE:	6	PARKING SPACES
TOTAL:	183	PARKING SPACES
RATIO:	1.25:1	RATIO

UNIT COUNT:			
UNIT 1	(JR 1 BED):	33 UNITS	(23%)
UNIT 1D	(1 BED/1BA/DEN):	6 UNITS	(4%)
UNIT 2	(1 BED/1BA):	38 UNITS	(26%)
UNIT 2X	(1 BED/1BA):	48 UNITS	(33%)
UNIT 2XD	(1 BED/1BA/DEN):	13 UNITS	(9%)
UNIT 3	(1 BED/1BA):	1 UNITS	(1%)
UNIT 4	(1 BED/1BA/DEN):	6 UNITS	(4%)
TOTAL:		145 UNITS	

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'	UNIT 4 (1 BED/1BA/DEN)	829 SQFT - 23'X38.75'
UNIT 1D (1 BED/1BA/DEN)	612 SQFT - 23'X32.75'	STAIRS/ELEVATORS	
UNIT 2 (1 BED/1BA)	586 SQFT - 26'X23'	COMMUNITY ROOM	
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'	CORRIDOR	
UNIT 2XD (1 BED/1BA/DEN)	768 SQFT - 23'X38.25'	MECHANICAL/STORAGE	
UNIT 3 (1 BED/1BA)	804 SQFT - 29'X29'	TOTAL RESIDENTIAL BUILDING AREA: 226,512.9 SF	



UNIT LEVEL 4

0 8 16 32

SCALE: 3/32" = 1'-0"

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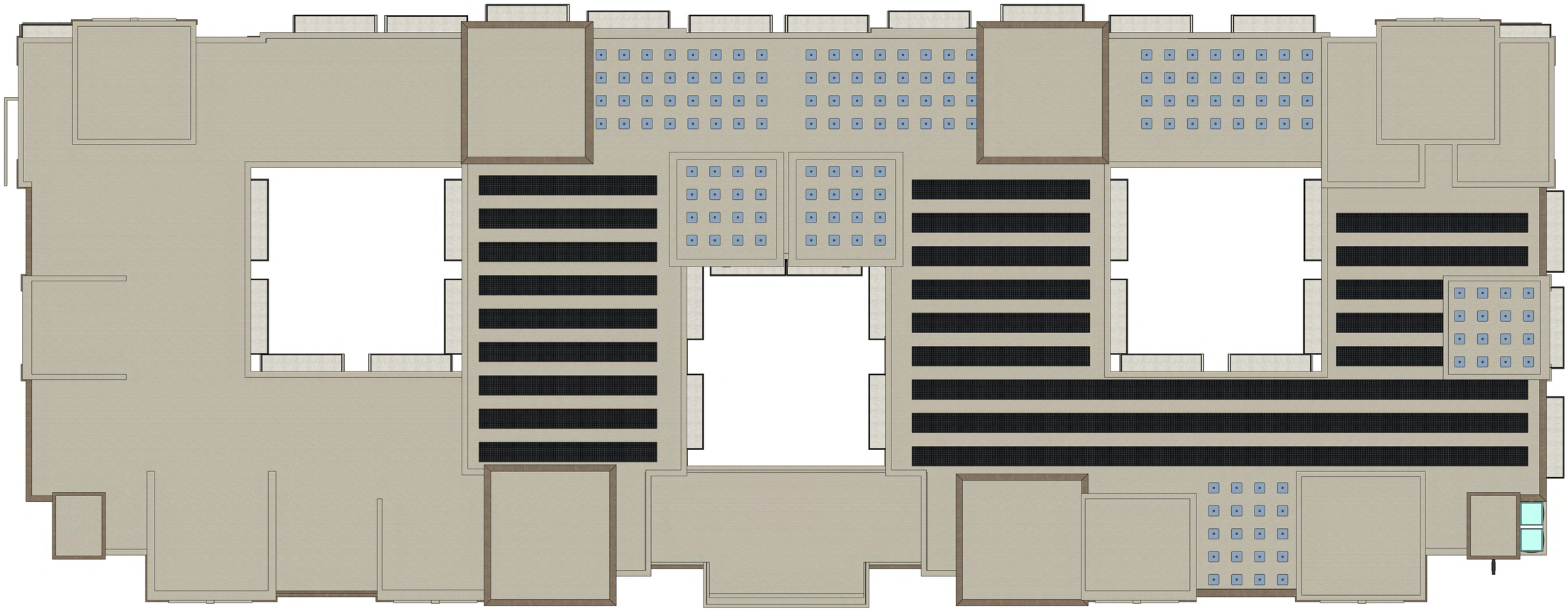

ROOF PLAN

0 8 16 32

SCALE: 3/32" = 1'-0"

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City of Redlands
REQUEST FOR PLANNING COMMISSION ACTION

Special Planning Commission — Agenda Item NO. 5.A.
Meeting Date: 08/30/2022

APPLICANT:
VANTAGE ONE REAL ESTATE INVESTMENTS, LLC
(PROJECT PLANNER: RYAN MURPHY, CONTRACT PLANNER)

1. Consideration of a recommendation to City Council for an Initial Study and Sustainable Communities Environmental Assessment (SCEA) determination for the proposed Project in accordance California Environmental Quality Act (CEQA) Guidelines.

2. **Commission Review & Approval No. 911** – A request for the Planning Commission to make a recommendation to City Council for site plan approval and architectural design review for a proposal to construct a 145-unit multi-family apartment building four stories in height, including subterranean and surface level structured parking, courtyards, and common open space amenities on approximately 1.49 acres located at 200-206 West Redlands Boulevard (APNs: 0169-281-30-0000 and 0169-281-31-0000) in the Town Center- Historic (TC-H) District of the Downtown Specific Plan.

3. **PUBLIC HEARING** to consider **Amendment No. 23 to Specific Plan No. 45 (Downtown Specific Plan)** – A proposal to amend the development standards regulating building height in the Town Center (TC), Town Center – Historic (TC-H), and Service Commercial (SC) Districts of the Downtown Specific Plan (Specific Plan No. 45). The proposed amendment would allow the maximum building height to be four stories, while maintaining the overall maximum height limit of 55 feet.

4. **PUBLIC HEARING** to consider **Tentative Parcel Map No. 20175** – A proposal to merge fourteen existing parcels into one 1.49-acre parcel for development purposes, located at the northeast corner of Redlands Boulevard and Eureka Street, at 200 W. Redlands Boulevard in the Town Center-Historic (TC-H) District of the Downtown Specific Plan (APN: 0169-281-30-0000 and 0169-281-31-0000).

SYNOPSIS

1. General Plan Designation:	Commercial
2. Existing Zoning:	Downtown Specific Plan (SP 45), Town Center - Historic (TC-H) district
3. Surrounding Zoning:	North: SP 45, Town Center district East: SP 45, Town Center - Historic (TC-H) district South: General Commercial (C-3) district West: Highway Commercial (C-4) and Light Industrial (M-1) districts
4. Existing Land Use:	Commercial retail building currently operating as a discount home goods store
5. Surrounding Land Use:	North: LOOK Cinemas movie theatre East: Denny's restaurant and future food hall (MOD Packinghouse) South: Redlands Mall West: auto repair, car wash, and parking lot
6. Area / Topography:	The site is generally flat and fully developed.

7. Environmental Determination:	An Initial Study and Sustainable Communities Environmental Assessment was prepared for the project in accordance with CEQA.	
8. Socio-Economic Cost / Benefit Study:	The project is exempt from the preparation of a Socio-Economic Cost/Benefit Study.	
9. Planning Commission Submittal Dates:	(A) Date Submitted: (B) Date Accepted As Complete: (C) Planning Commission Meeting:	September 9, 2019 August 8, 2022 August 30, 2022

PROPOSAL

The Project proposes to demolish the existing commercial building and site improvements and redevelop the site with a 145-unit apartment building, comprised of studio and one-bedroom units ranging in size from 517-square feet to 829-square feet. The Project consists of a single four-story building, built over a subterranean and surface level parking structure. The proposal includes a total of 22,948 square feet of common recreational space consisting of a 12,214 square-foot roof deck and a 10,733 square-foot pool plaza within a courtyard on the first level. The Project site is located at the northeast corner of Redlands Boulevard and Eureka Street (see Attachment A – Location Map and Aerial, Attachment B - Site Plan, Attachment C - Floor Plans).

Table 1: Summary of dwelling units and sizes.

Unit Type	*Number of Units*	*Unit Size (square-feet)*
Junior 1 Bedroom	33	517
1 Bed, 1 Bath, Den	6	612
1 Bed, 1 Bath	86	586 and 655
1 Bed, 1 Bath, Den	13	768
1 Bed, 1 Bath	1	804
1 Bed, 1 Bath, Den	6	829
Total units:	*145*	

BACKGROUND

Project Site History: The Project site was most recently developed in 1975 through the approval of Commission Review and Approval No. 317 and is currently an approximately 40,000 square foot retail furniture store. Prior to this development, the property was constructed with a freight depot for the Southern Pacific Railroad, which first appeared on a Sanborn Fire Insurance map in 1892 and in an aerial photograph as late as 1960.

Measure U: The language of Measure “U” provides exemptions for six “Special Categories of Development” including one for future development directly related to the Redlands train stations. On October 19, 2021, the City Council adopted Resolution No. 8270 determining the proposed Project is “directly related” to the downtown train stations, and therefore, was exempt from Measure “U.”

Sustainable Communities and Climate Protection Act of 2008: The Sustainable Communities and Climate Protection Act of 2008, also referred to as Senate Bill 375 (SB 375), signed into law on September 30, 2008. This new State law outlines growth strategies that better integrate regional land use and transportation planning, and that help meet the State’s greenhouse gas (GHG) emission reduction mandates. SB 375 requires the State’s 18 metropolitan planning organizations to incorporate a “sustainable communities strategy” (SCS) into the regional transportation plans to achieve their respective region’s GHG emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable

Sustainable Communities Strategy and meet certain objective criteria. One such CEQA streamlining tool is the SCEA.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for San Bernardino County, along with the counties of Los Angeles, Imperial, Riverside, Orange, and Ventura. On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("2020-2045 RTP/SCS"). For the SCAG region, CARB has set GHG emission reduction targets at 19 percent per capita reduction by 2035 compared to 2005 levels. The 2020-2045 RTP/SCS outlines strategies to meet or exceed the targets set by CARB. By Executive Order G-20-239 approved on October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 emission reduction targets.

SB 375 allows the City of Redlands, acting as Lead Agency, to prepare a SCEA as the environmental CEQA clearance for "transit priority projects" (as described below) that are consistent with SCAG's 2020-2045 RTP/SCS.

For projects within the SCAG region, a qualifying "transit priority project" is a project that meets the following criteria:

- Is consistent with the general use designation, density, building intensity, and applicable policies specified for the Project area in the SCAG 2020-2045 RTP/SCS;
- Contains at least 50 percent residential use, based on total building square footage and, if the Project contains between 26 and 50 percent nonresidential uses, a floor area ratio (FAR) of not less than 0.75;
- Provides a minimum net density of at least 20 dwelling units per acre; and
- Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

The proposed project is a multi-family residential development consisting of 145 apartment units designated for 100% residential use and is consistent with the Project site's General Plan land use designation as "Commercial" within the Transit Village Overlay. The Project site is located within a High Quality Transit Area as defined by SCAG, and within a Transit Priority Area as defined by Senate Bill 743.

ANALYSIS

A) General Plan

General Plan Land Use Designation: The 1.49-acre site is currently located in the "Commercial" land use designation of the General Plan (see Attachment D - General Plan Land Use Map). The project site is also located within the General Plan's intended Transit Village Overlay area for the downtown, with the downtown train station at its center.

General Plan Policies: A primary strategy of the 2035 General Plan (adopted in December 2017) is to encourage more transit-oriented development in close proximity to the three train stations in the core areas of Redlands, rather than continuing the pattern of subdivisions and sprawling development around the periphery of the city. This strategy is referred to as the "Transit Village Concept" in Chapter 4, Livable Community. The Transit Village Concept emphasizes mixing of land uses (such as residential with retail, restaurant, office, and similar commercial uses) and higher density/intensity of uses around the train stations for the intended purposes of supporting transit use, enhancing walkability and pedestrian orientation around the station areas, and discouraging use of automobiles within the pedestrian-friendly station areas and downtown.

The concept for the proposed project, that of a high-density residential project, is consistent with many Policies and Actions contained in the 2035 General Plan which envisions compact and infill development around the three train stations in Redlands. Listed below are policies of the General Plan applicable with implementation of the proposed project.

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.

3-A.39: Encourage and support the development of additional housing Downtown to increase the vitality and diversity of Downtown retail and services.

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-P.9: Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services.

4-P.16: Promote a variety of housing types to serve the diverse needs of the community.

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-.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.7: Promote a range of residential densities to encourage a mix of housing types in varying price ranges and rental rates.

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.

B) Specific Plan Amendment

A Specific Plan Amendment is proposed to amend the property development standards contained in Specific Plan No. 45 known as the "Downtown Specific Plan" to increase the maximum allowable height from three stories to four stories, while maintaining the overall height maximum of 55 feet. The amendment would affect all three zoning districts within the Downtown Specific Plan: the Town Center (TC), Town Center-Historic (TC-H), and Service Commercial (SC) districts.

Maintaining the overall maximum allowable height of 55 feet within these districts while increasing the maximum number of allowable floors (from 3 to 4) will allow buildings that have a greater variety and complexity, as the height of each story in a building is influenced by a variety of factors (such as ceiling height, floor thickness, and building materials) to be constructed within the Specific Plan. As the Downtown Specific Plan intends to maintain the character of downtown, which demonstrates distinctive eras of growth, architecture, and function, developers can propose buildings with varied massing and design more easily through this amendment.

As indicated above, the goals and policies of the General Plan seek to complement existing development in use, design, and scale, as well as support the cohesion and integration of the City's historic development pattern. The amendment would allow the subject property as well as other

future developments to be interesting and varied in design, while meeting the maximum allowable height of 55 feet and maintaining the desired scale for buildings in this area of the City.

Further discussion of building height is provided below under the sub-sections for Zoning and Development Standards. A legislative version of the proposed text changes is included as Attachment E – Specific Plan Amendment.

C) Zoning and Development Standards

The Project site is currently within the boundaries of Specific Plan 45 (Downtown Specific Plan) in the Town Center-Historic (TC-H) district. Surrounding properties to the north and east are also within the TC-H district (see Attachment F – Zoning Map). Properties to the south are currently in the C-3, General Commercial zone, including the Redlands Mall property directly across Redlands Blvd. that was recently approved for a mixed-use project (the State Street Village project). Properties to the west are currently within the C-4, Highway Commercial zone.

With the proposed Specific Plan Amendment, the proposed project will be consistent with the applicable development standards for the Town Center-Historic (TC-H) district of the Downtown Specific Plan and the Redlands Municipal Code (see Attachment G – Table of Development Standards). Applicable development standards pertain to on-site resident parking, residential guest parking, and landscaping of building setbacks and other standards. Further discussion is provided below in section D.

D) Commission Review and Approval No. 911

A Commission Review & Approval permit is for project design review and site plan approval, including architectural design review, for Permitted uses. Multifamily attached residential uses are listed as "Permitted" in all districts of the Downtown Specific Plan.

Access and Frontage Improvements: The proposed Project would be accessed through new driveways on Third Street and Eureka Street, where an alley is proposed along the north perimeter of the site. This alley provides access to the parking structure. Public sidewalks (existing and proposed) would be 8’0” wide around the perimeter of the site (i.e., along Redlands Blvd., Eureka St., and Third St.), except at the northeast corner of the site where the wider sidewalk tapers to 5’0” as it connects to the existing 5’0” sidewalk on Third Street. The frontages and curbs along Redlands Boulevard, Third Street, and Eureka Street would remain in the same approximate locations as they are currently.

Floor-Area Ratio: Within the Town Center-Historic (TC-H) District of the Downtown Specific Plan, a maximum floor-area ratio of 2.0 is allowed. Floor-area ratio (or “FAR”) is one way to measure the intensity of a land use using the total floor area of buildings divided by lot size. The proposed project has a total gross square-footage of 126,512 square-feet (or FAR of 2.0) which complies with the TC-H District.

Building Height: The proposed building would have a maximum height of 55 feet above grade and includes a subterranean two-story parking structure underneath the apartment building (i.e., one fully subterranean level and one parking level at grade). The proposed structure is four stories high on all sides, with apartment units on the upper floors, and common space areas placed on the first level over the parking structure (courtyard with pool area) as well as on the rooftops over the 4th floor residential units.

Proposed Architectural Design: The proposed facades are designed to be compatible with the Downtown historic architectural styles within the City. The proposed building is placed at or near the front sidewalks (on the street frontages for all three sides) as encouraged by the Downtown Specific

Plan for pedestrian orientation and walkability. There are no surface parking lots or other large areas of inactivity that would be apparent to pedestrians.

The proposed elevations employ high-quality design practices reminiscent of historic architectural styles, and utilizes a variety of architectural elements and building materials (see Attachment H - Architectural Elevations, and Attachment I - Architectural Materials and Color Details). Exterior wall planes are both vertically and horizontally articulated, and a varied roofline is provided for differentiation. Inset window and door openings with enhanced glazing create pockets of shade/shadow for visual interest.

The primary exterior materials are smooth-finish stucco and brick veneer, emulating the historic architectural materials found in the Downtown. Façade treatment includes decorative brick cornices, pre-cast “stone” panels and lintels, trim elements, and decorative wrought iron railings, which are softened through the patterned use of “green walls” (climbing vines) along the street frontages.

A large, enhanced two-story main entry centered along Redlands Boulevard features a series of pre-cast stone columns, arches with rounded windows, balconies, wrought-iron accents, and a variety of decorative bollards and planter pedestals at the ground level. Elsewhere on the first floor, pedestrian-level enhancements such as rounded awnings, flat metal awnings, and iron wall mounts are used to supplement the design.

Architectural Design Guidelines: The proposed design of the building complies with the City’s Architectural Design Guidelines that are applicable to new projects. It should be noted that the Architectural Design Guidelines are general in nature and intended to be used citywide for a variety of commercial, retail, and multifamily residential types of projects (i.e., they are not specifically intended for transit-oriented design in the downtown area). See Attachment J for a table of the applicable design guidelines and how the proposed project implements the guidelines.

Resident & Guest Parking: The minimum required number of parking spaces for the Project is 183 parking spaces, and a total of 183 spaces are provided (consisting of 143 Standard stalls, 34 Compact stalls, and 6 ADA-accessible stalls). Per Redlands Municipal Code (RMC) Section 18.92.080(B), the required resident parking is based on unit size, and requires one (1.0) space per unit up to 999 square-feet. A minimum of 145 spaces are required for residents, and a total of 145 spaces are provided.

Guest parking must be provided at a ratio of 1 space for every four dwelling units. A minimum of 36.5 Guest spaces are required, and 37 spaces are provided.

Parking for the proposed Project consists of a two-level parking structure beneath the proposed apartment building with 183 parking spaces. The first floor of the parking structure would be subterranean and provide 131 spaces. The second level of the parking structure would be on the ground floor and provide 52 spaces. Additionally, the Project would include one moving truck space, one loading space, two street parallel parking spaces located adjacent to the proposed alley, and a mail delivery space. Staff is recommending the relocation of the loading zone from its current location to a location on Third Street. A condition of approval is included in the approving resolution directing the applicant work with staff on placement of the loading zone.

Private Open Space: The Project would provide approximately 22,948-square feet of common recreational and outdoor space. The common recreational space would include a 12,196-square foot roof deck and a 9,017-square foot pool plaza. The Project would also include multiple indoor amenities such as a pool, fitness room, community room, bike storage, and lounges.

Landscaping, Fences and Walls: The Downtown Specific plan requires that a minimum 8% of the total lot area must be fully landscaped. As shown on the Preliminary Landscape Plan (Attachment

K), the Project proposes 7,843 square feet (or 12%) of total landscape area, which exceeds the minimum landscape coverage requirement.

The Preliminary Landscape Plan includes proposed plant and tree palettes, and is conceptual at this time. A condition of approval will require a detailed landscape plan showing the planting and irrigation details prior to permit issuance, and staff will work with the applicant to ensure appropriate density, design, and placement for shrubs and groundcover in compliance with the code (e.g., number and sizes, screening utility equipment on the ground, clustering at major entries and key points, etc.).

The Project would install a seven-foot-high retaining wall with guard rail on the north side of the Project site. Due to sloping along the frontage of the site and FEMA flood depth restrictions for this portion of the City, the Project would also include a walkway/retaining wall combination with a guard rail along the street frontage of the site (along Redlands Blvd.). The walkway/retaining wall is integrated with the architectural design of the street frontage, varies in height from two to seven feet, and includes a small planter along the front sidewalk to act as a buffer. The tallest portions of the wall are located near the steps to the main entrance and at the southwest corner of the building. As there are not retaining wall restrictions/pad elevation restriction within the Municipal Code, the proposed walls are consistent with the Redlands Municipal Code and Downtown Specific Plan.

E) Tentative Parcel Map

The proposed Tentative Parcel Map No. 20175 (Attachment L) would consolidate the fourteen existing parcels comprising the project site into a single parcel approximately 1.48-acres in size for development of the Project. A curvilinear portion of the parcel on the southeast corner of the site at Redlands Boulevard and Third Street is proposed to be dedicated to the City's right-of-way, providing for a rounded "corner-cutoff" and ensuring sidewalks remain under the City's control.

ENVIRONMENTAL REVIEW

Initial Study & Sustainable Communities Environmental Assessment: The Initial Study (Attachment M-1) prepared for the Project is based on Appendix G of the CEQA Guidelines, and includes all the standard topics of analysis including: 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; transportation; tribal cultural resources; and utilities and service systems. The document was prepared using the appropriate criteria and thresholds for a Sustainable Communities Environmental Assessment (SCEA) in compliance with CEQA, which is similar in appearance to a Mitigated Negative Declaration used for many types of development projects.

Public Review & Comment Period: The required 30-day public review and comment period began on July 14, 2022, and ended on August 12, 2022. The Notice of Intent was published in a local newspaper as well as posted to OPR's State Clearinghouse website for CEQA documents (SCH No.2022070225). The Initial Study and related documents are also posted on the City's webpage for environmental documents at https://www.cityofredlands.org/post/environmental-documents.

Mitigation Measures: The Mitigation Monitoring/Reporting Program (Attachment M-2) includes mitigation measures pertaining to Biological Resources, Cultural Resources, Geology & Soils, and Tribal Cultural Resources. All mitigation measures and project design features pertain to the construction phases of the Project, and will ensure that the environmental effects of the Project will remain less than significant. No mitigation measures are necessary for any operational aspects of the Project or will need future monitoring. Mitigation Measures from SCAG's RTP/SCS Program EIR which was certified on May 7, 2020, have also been included as a part of the Project's SCEA. After mitigation, no potentially significant impacts were identified as a result of the Project, and the

mitigation measures will be incorporated into the Project as mandatory Conditions of Approval.

Public Comments: To date, one public comment letter was received from a law firm representing Supporters Alliance for Environmental Responsibility. The form letter stated concerns about interior air quality within the project (i.e., speculation about formaldehyde emissions from glues used in construction). Comments were also received from Yuhaaviatam of San Manuel Nation and T. Allen Jolliff. There is no information or evidence identifying any potentially significant impacts as a result of the project, and the city's environmental consultant has provided a written Response to Comments document (see Attachment M-3). The proposed Initial Study for a Sustainable Communities Environmental Assessment is the appropriate environmental determination for this project.

FINDINGS

The relevant Findings for each requested entitlement are included in Resolution Nos. 1582, 1583, and 1584 (Attachments N, O, and P) attached to this staff report.

RECOMMENDATIONS

Based on the findings in the attached Resolutions and analysis in the above staff report, staff recommends that the Planning Commission adopt resolutions making recommendations to the City Council to: adopt the environmental document (Sustainable Communities Environmental Assessment) for the project; approve Specific Plan Amendment No. 23 to the Downtown Specific Plan No. 45; approve Commission Review & Approval No. 911; and approve Tentative Parcel Map No. 20175.

If the Commission wishes to continue the matter for any reason (e.g., revisions to project plans, or requests for further information, etc.), staff recommends continuing the public hearing to a date certain and take action on the Project at the subsequent meeting date.

MOTIONS

If the Planning Commission deems it appropriate, staff recommends the following motions.

"I move to adopt Resolution No. 1582 recommending that City Council adopt the Sustainable Communities Environmental Assessment document prepared for the proposed project in accordance with State law and the California Environmental Quality Act;"

"I move to adopt Resolution No. 1583 recommending that City Council approve Specific Plan Amendment No. 23 to the Downtown Specific Plan;" and,

"I move to adopt Resolution No. 1584 recommending that City Council approve Commission Review and Approval No. 911 and Tentative Parcel Map No. 20175 for The Grand Project."

Attachments

Attachment A: Location and Aerial Map

Attachment B: Site Plan

Attachment C: Floor Plans

Attachment D: General Plan Land Use Map

Attachment E: Specific Plan Amendment

Attachment F: Zoning Map
Attachment G: Table of Development Standards
Attachment H: Architectural Elevations
Attachment I: Architectural Materials and Color Details
Attachment J: Architectural Guidelines
Attachment K: Landscape Plan
Attachment L: Tentative Parcel Map
Attachment M-1: Initial Study/Sustainable Communities Environmental Assessment
Attachment M-2: Mitigation Monitoring & Reporting Program
Attachment M-3: Comments and Responses to Comments
Attachment N: Resolution No. 1582 (Initial Study/SCEA)
Attachment O: Resolution No. 1583 (Specific Plan Amendment)
Attachment P-1 - Resolution No. 1584 (CRA No. 911 and TPM No. 20175)
Attachment P-2: Engineering Conditions of Approval



FRONT ELEVATION
(FACING W. REDLANDS BLVD)



REAR ELEVATION
(FACING STUDIO MOVIE GRILL REDLANDS)

0 8 16 32
SCALE: 3/32" = 1'-0"

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LEFT ELEVATION
(FACING EUREKA STREET)



RIGHT ELEVATION
(FACING 3RD STREET)

0 8 16 32
SCALE: 3/32" = 1'-0"

THE GRAND



LEFT ELEVATION WITH THEATER AND MALL SHOWN
(FACING EUREKA STREET)



RIGHT ELEVATION WITH THEATER AND MALL SHOWN
(FACING 3RD STREET)

0 16 32 64
SCALE: 1/16" = 1'-0"

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DESIGN DEVELOPMENT ELEVATIONS

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SECTION- AA

DRAWINGS NOT TO SCALE

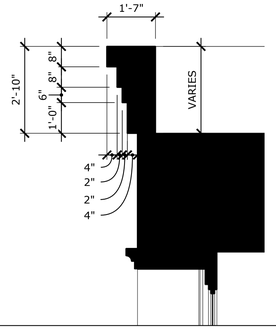
THE GRAND



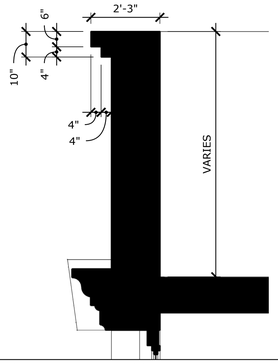
SECTION- LR

DRAWINGS NOT TO SCALE

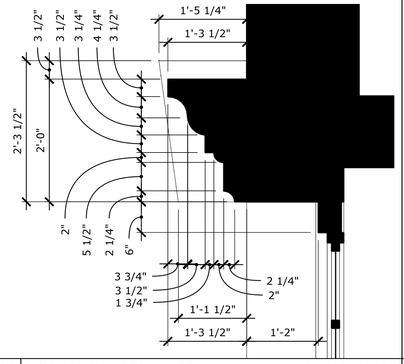
THE GRAND



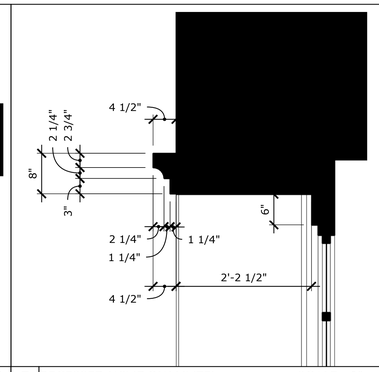
16 BRICK CORNICE 01 SCALE: 1/2" = 1'-0"



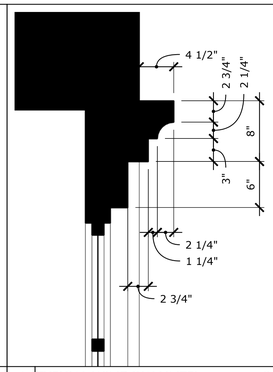
13 STUCCO CORNICE 01 SCALE: 1/2" = 1'-0"



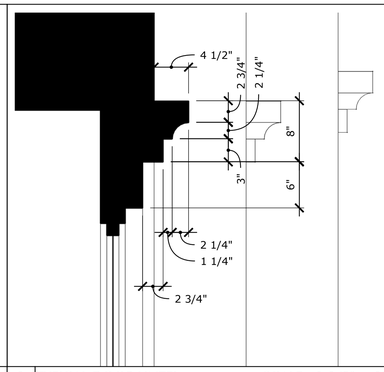
10 RECESSED WINDOW LINTEL SCALE: 1" = 1'-0"



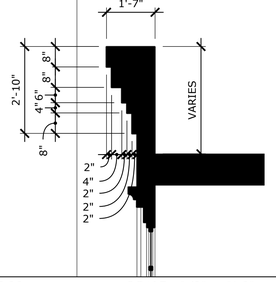
7 RECESSED WINDOW LINTEL SCALE: 1" = 1'-0"



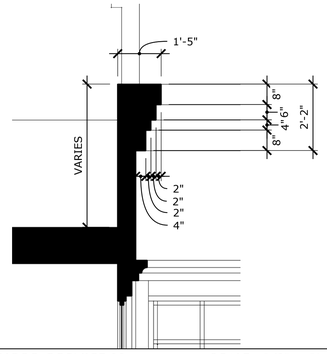
4 TYPICAL WINDOW LINTEL SCALE: 1 1/2" = 1'-0"



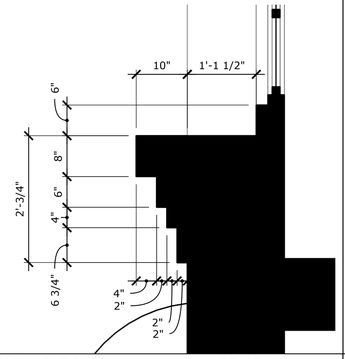
1 TYPICAL DOOR LINTEL SCALE: 1 1/2" = 1'-0"



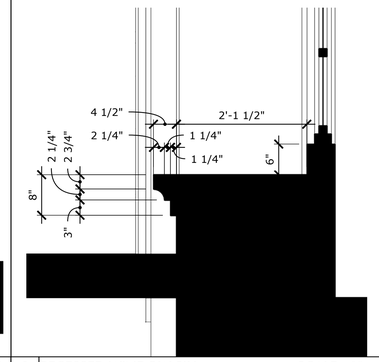
17 BRICK CORNICE 02 SCALE: 1/2" = 1'-0"



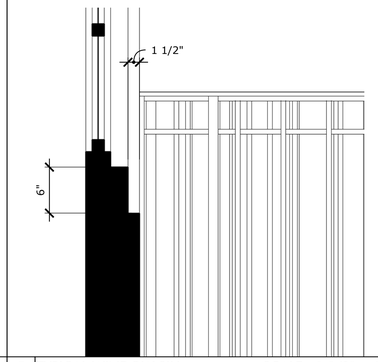
14 STUCCO CORNICE 02 SCALE: 1/2" = 1'-0"



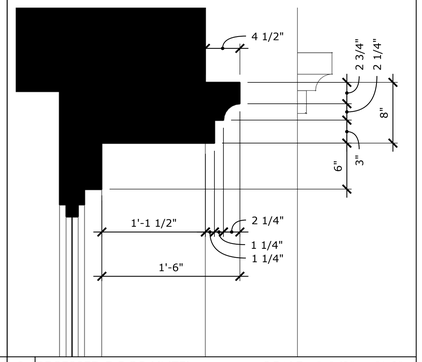
11 RECESSED WINDOW SILL SCALE: 1" = 1'-0"



8 RECESSED WINDOW SILL SCALE: 1" = 1'-0"



5 TYPICAL WINDOW SILL SCALE: 1 1/2" = 1'-0"



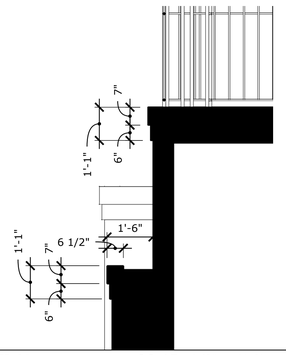
2 RECESSED DOOR LINTEL SCALE: 1 1/2" = 1'-0"



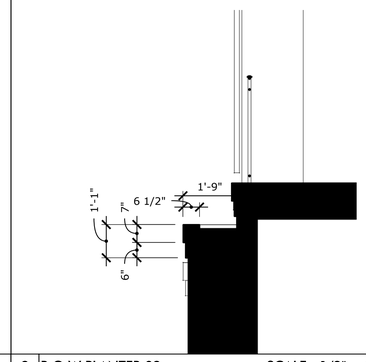
18 BRICK CORNICE - EXAMPLE SCALE: NTS



15 STUCCO CORNICE - EXAMPLE SCALE: NTS



12 R.O.W PLANTER 01 SCALE: 1/2" = 1'-0"



9 R.O.W PLANTER 02 SCALE: 1/2" = 1'-0"

6

3



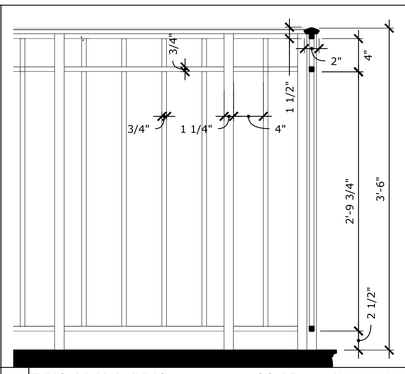
THE GRAND

IDEArc
ARCHITECTURE + PLANNING

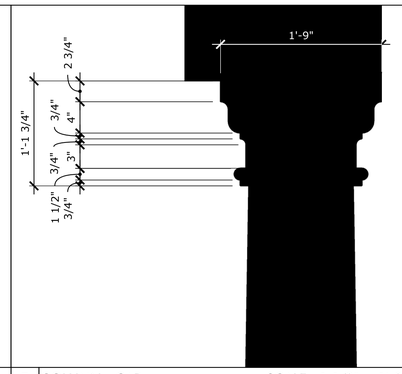
DESIGN DEVELOPMENT REVIEW PACKAGE
DESIGN DEVELOPMENT DESIGN DRAWINGS - 145 UNIT APPARTMENT PROJECT

07/19/22

VantageOne
REAL ESTATE INVESTMENTS

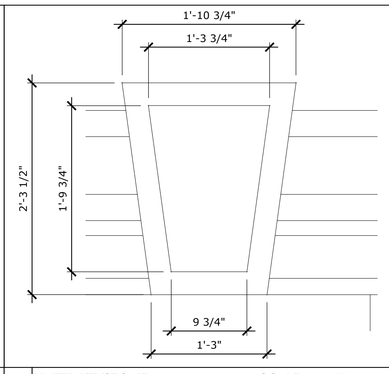


10 TYPICAL W.I. RAILING SCALE: 1 1/2" = 1'-0"

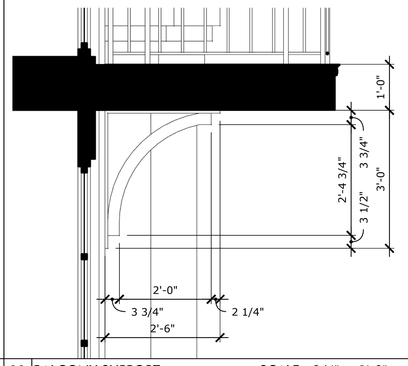


7 COLUMN - CAP SCALE: 1 1/2" = 1'-0"

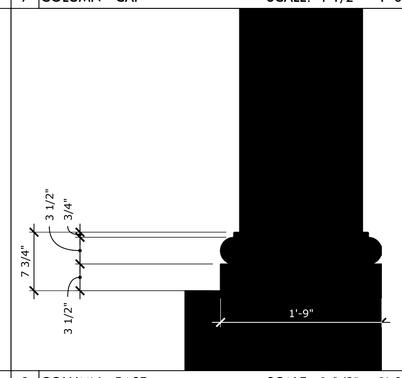
4



1 LINTEL KEYSTONE SCALE: 1 1/2" = 1'-0"



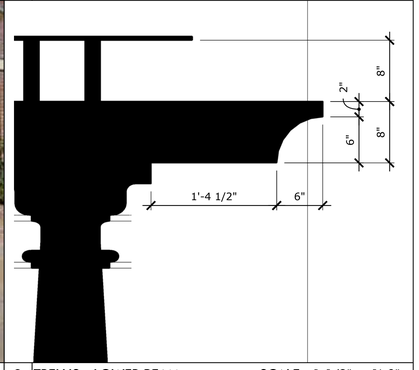
11 BALCONY SUPPORT SCALE: 3/4" = 1'-0"



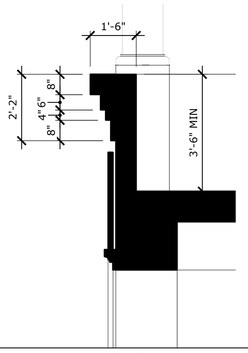
8 COLUMN - BASE SCALE: 1 1/2" = 1'-0"



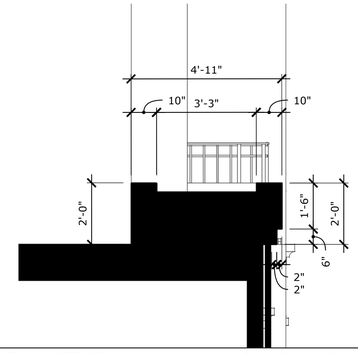
5 COLUMN - EXAMPLE SCALE: NTS



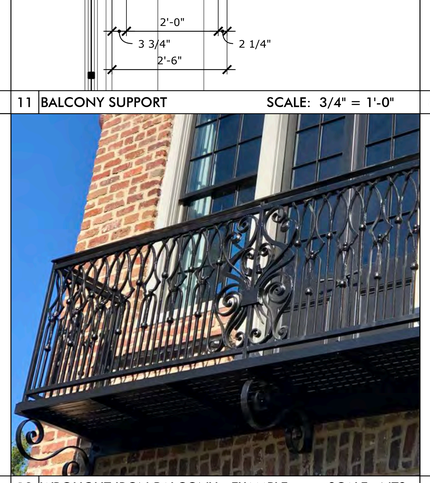
2 TRELLIS - LOWER BEAM SCALE: 1 1/2" = 1'-0"



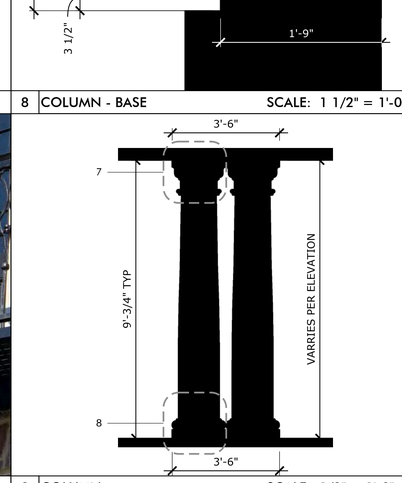
18 PATIO WALL SCALE: 1/2" = 1'-0"



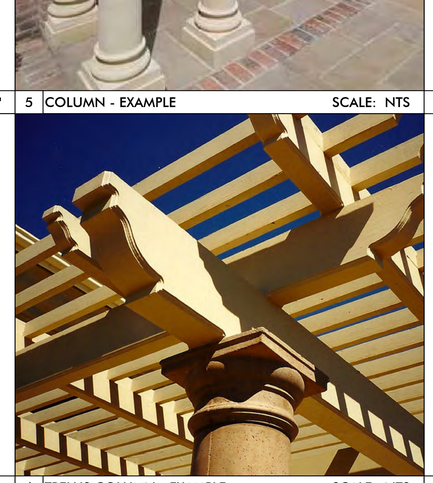
15 PLAZA PLANTER (REAR) SCALE: 1/2" = 1'-0"



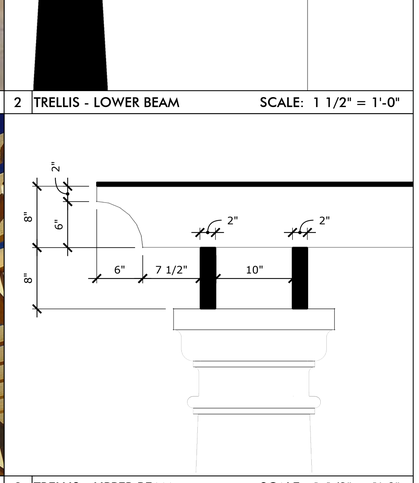
12 WROUGHT IRON BALCONY - EXAMPLE SCALE: NTS



9 COLUMN SCALE: 1/2" = 1'-0"



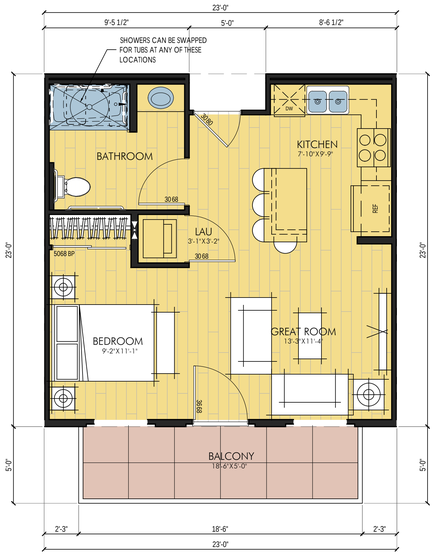
6 TRELLIS COLUMN - EXAMPLE SCALE: NTS



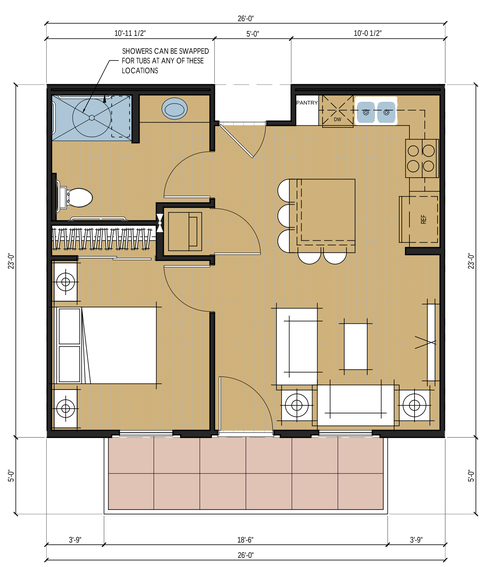
3 TRELLIS - UPPER BEAM SCALE: 1 1/2" = 1'-0"

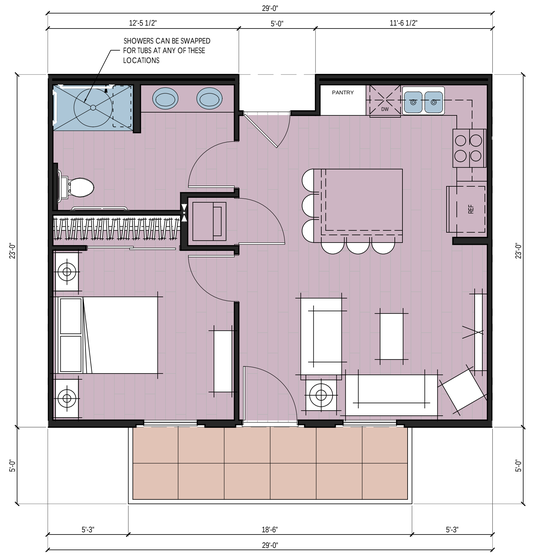


THE GRAND









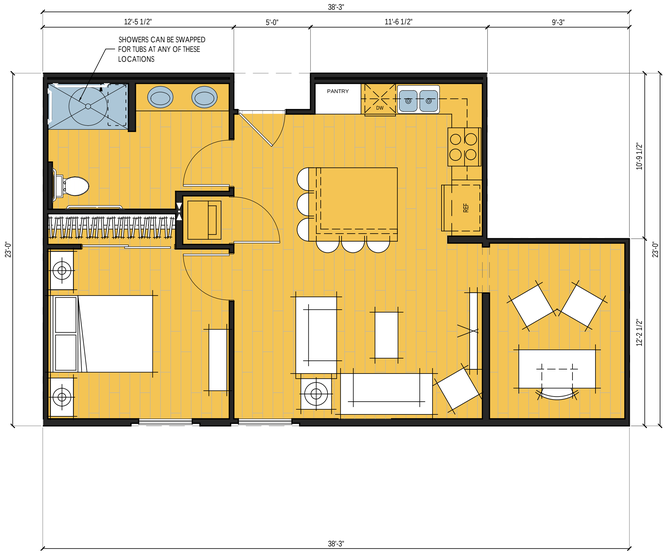
PROJECT SUMMARY

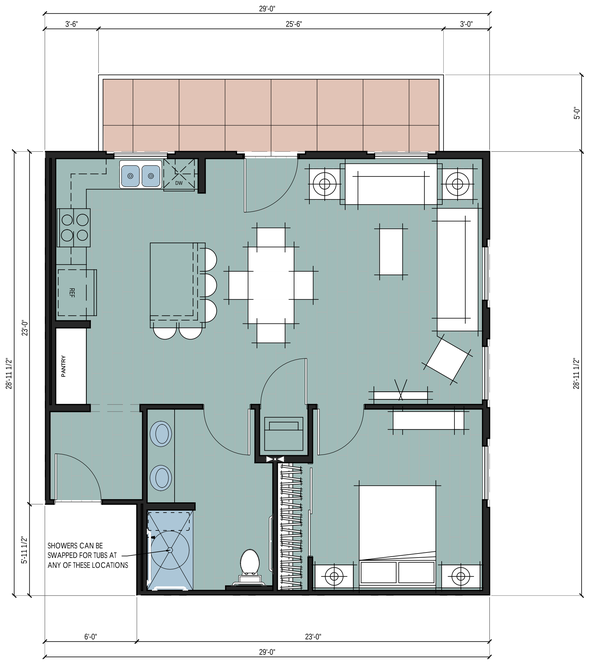
PARKING:

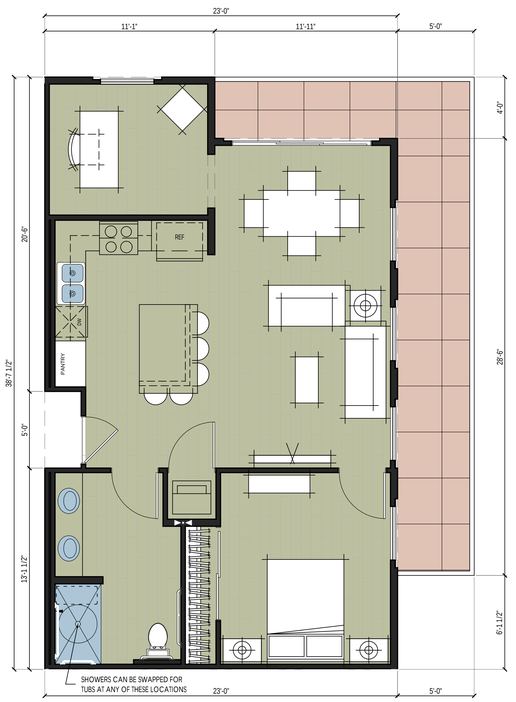
COVERED STANDARD:	137	PARKING SPACES
COVERED COMPACT:	35	PARKING SPACES
MOVING:	1	PARKING SPACES
PARALLEL:	2	PARKING SPACES
LOADING:	1	PARKING SPACES
MAIL:	1	PARKING SPACE
ACCESSIBLE:	6	PARKING SPACES
TOTAL:	183	PARKING SPACES

UNIT COUNT:

UNIT 1	(JR 1 BED):	33 UNITS	(23%)
UNIT 1D	(1 BED/1BA/DEN):	6 UNITS	(4%)
UNIT 2	(1 BED/1BA):	38 UNITS	(26%)
UNIT 2X	(1 BED/1BA):	48 UNITS	(33%)
UNIT 2XD	(1 BED/1BA/DEN):	13 UNITS	(9%)
UNIT 3	(1 BED/1BA):	1 UNITS	(1%)
UNIT 4	(1 BED/1BA/DEN):	6 UNITS	(4%)
TOTAL:		145 UNITS	







0 4 8 16

SCALE: 1/4" = 1'-0"

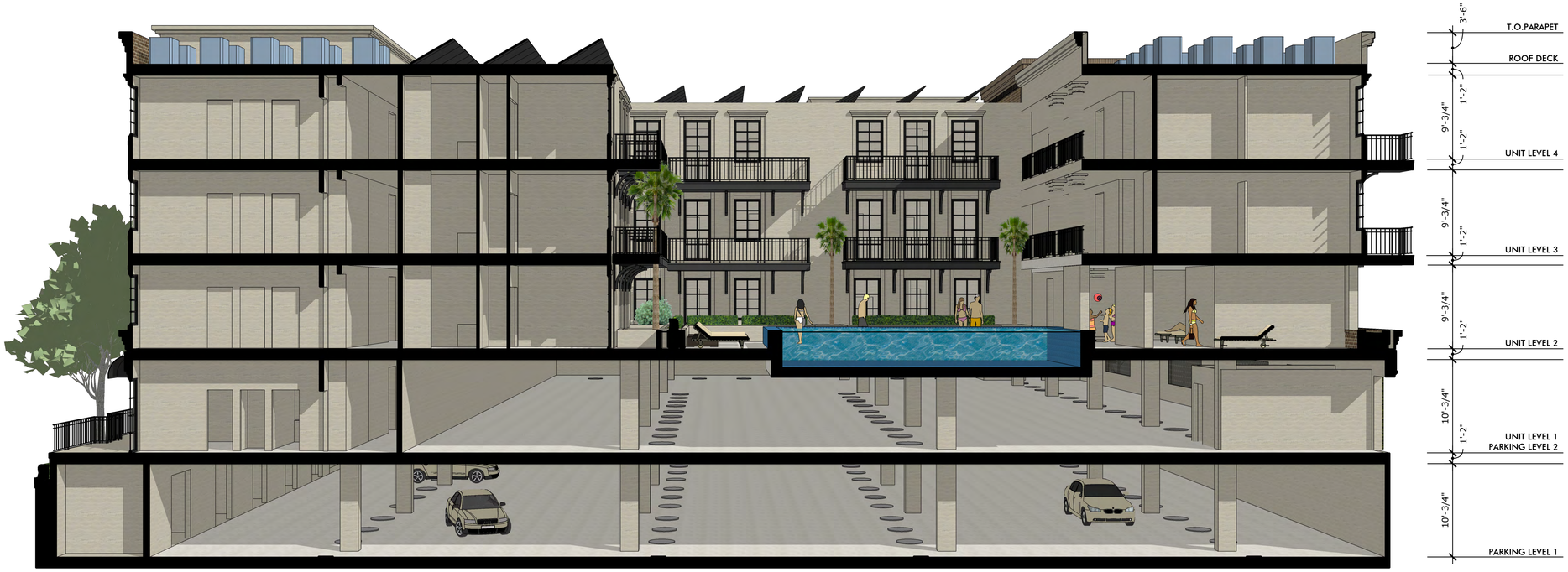
THE GRAND



SECTION- LL

DRAWINGS NOT TO SCALE

THE GRAND



SECTION- RL

DRAWINGS NOT TO SCALE

THE GRAND



SECTION- RR

DRAWINGS NOT TO SCALE

THE GRAND



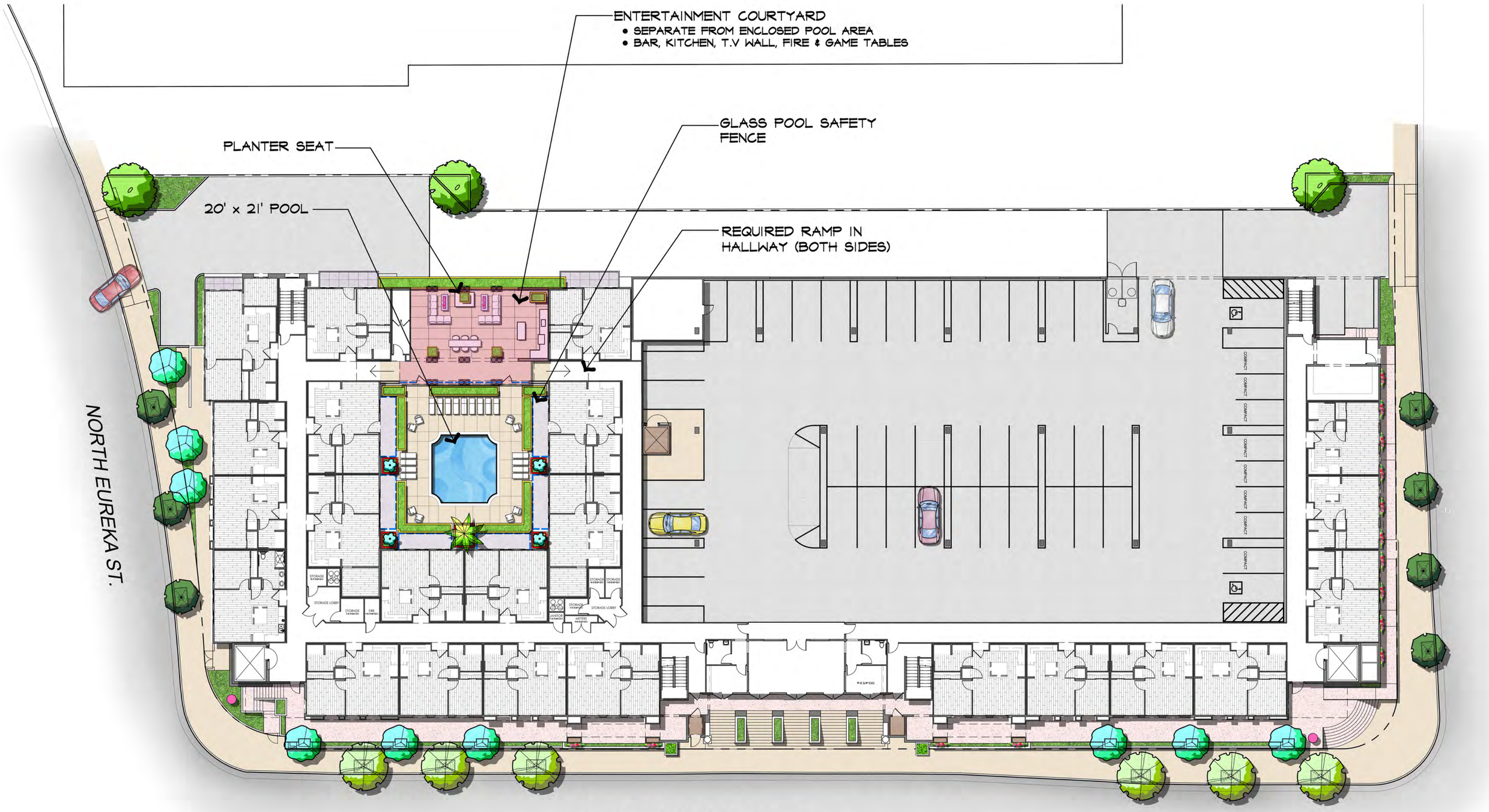
SECTION- MR

THE GRAND



SECTION- ML

DRAWINGS NOT TO SCALE



THE GRAND

1ST & 2ND FLOOR COMPOSITE

L1

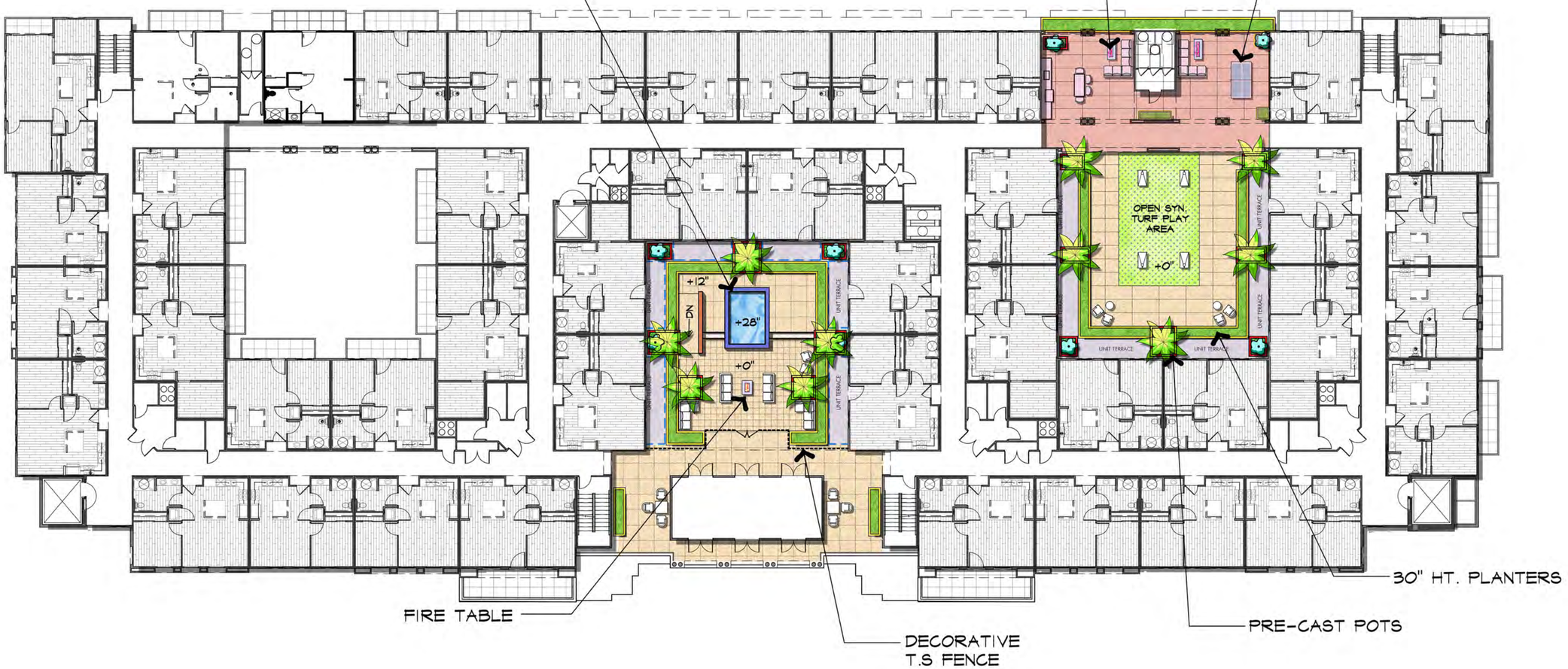
SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Palhamus, License # 2782
(949) 644-9570 FAX (714) 210-3140

JOB# 21-016 DATE: 07-19-22

ENTERTAINMENT COURTYARD
• BAR, KITCHEN, T.V WALL, FIRE & GAME TABLES

RAISED TILE SPA

PING PONG OR BILLARDS



FIRE TABLE

DECORATIVE T.S FENCE

30" HT. PLANTERS

PRE-CAST POTS

THE GRAND

THIRD FLOOR

L2

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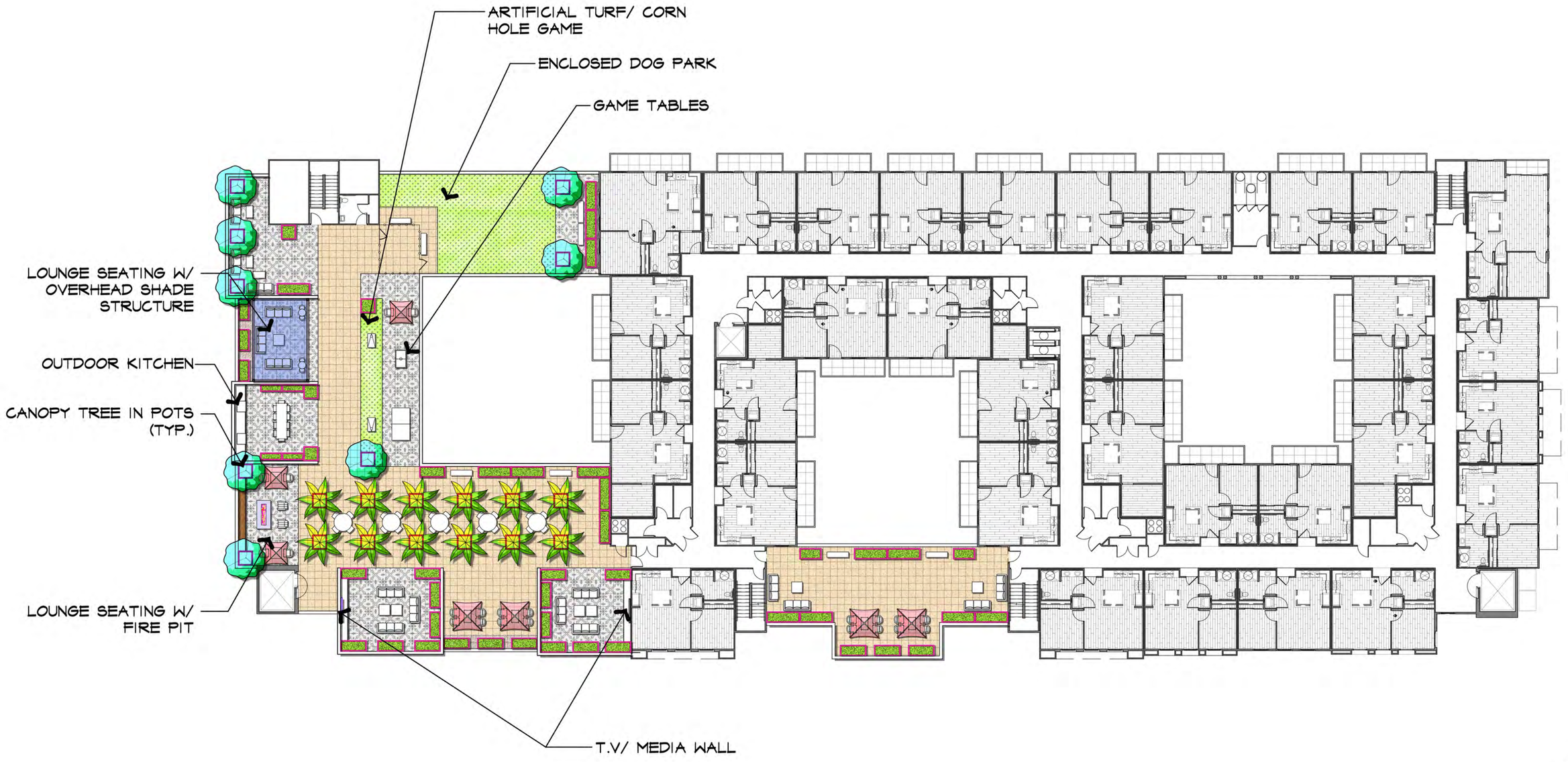

0 20' 40'

THE GRAND

ROOF LEVEL

L3

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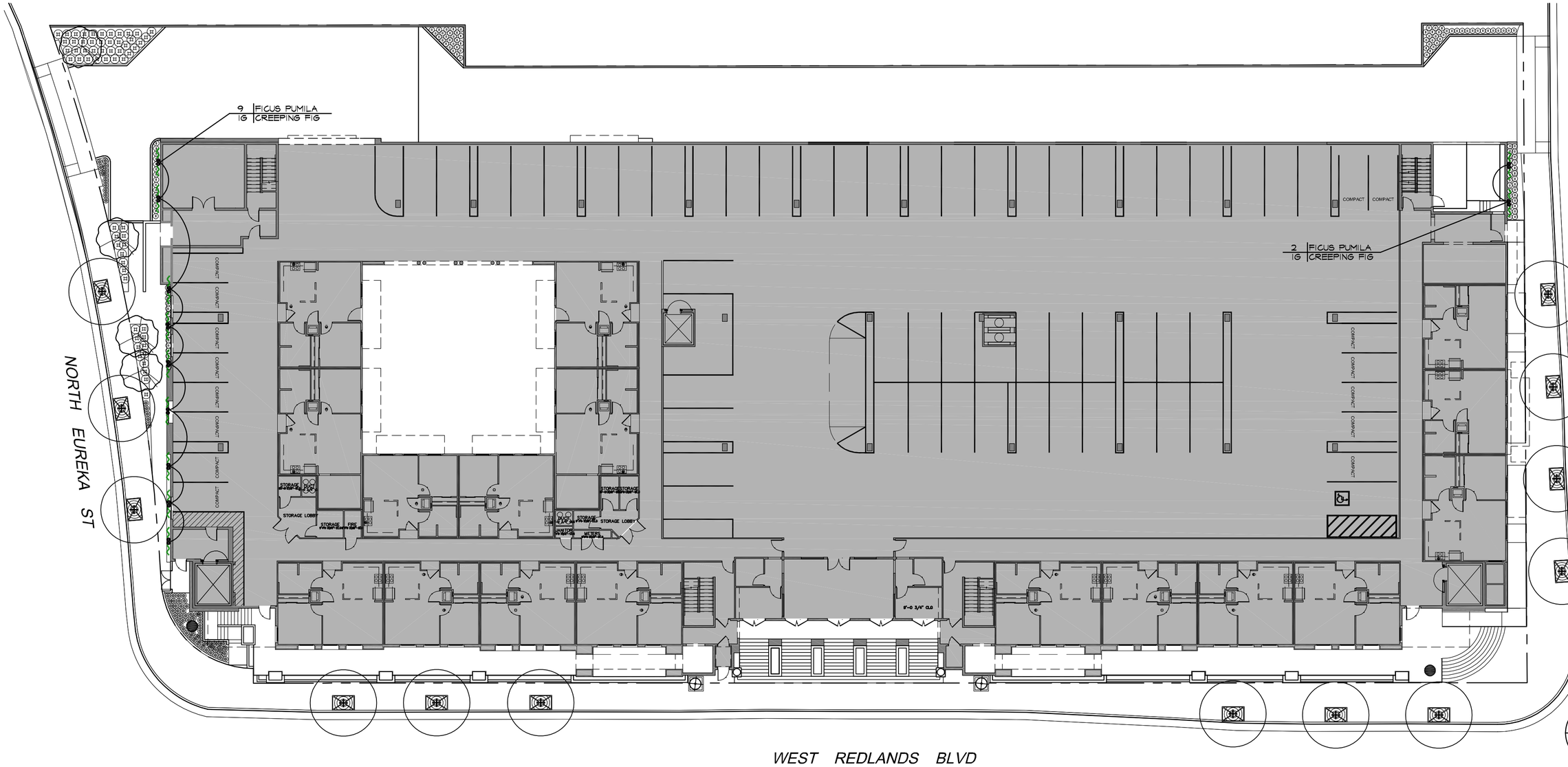
JOB# 21-016 DATE: 07-19-22

PLANT LEGEND

TREES	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	QTY
	Arbutus x 'Marina'	Marina Strawberry Tree	24" Box	L	4
	Cupressus sempervirens "Tiny Towers"	Italian Cypress	24" Box	L	2
+	Street Tree (per City)		24" Box		13

VINE/ESPALIER	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	QTY
	Ficus repens	Creeping Fig	1G	M	12

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	QTY
	Dianella revoluta 'DR5000' TM'	Little Rev Flax Lily	5G	@ 24" o.c.	M	72
	Dianella tasmanica 'Silver Streak'	Silver Streak Flax Lily	5G	@ 18" o.c.	M	117
	Olea europaea 'Montra' TM	Little Ollie Olive	5G	---	L	60



THE GRAND

PLANTING PLAN - 1ST LEVEL

L4

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JOB# 21-016 DATE: 07-19-22

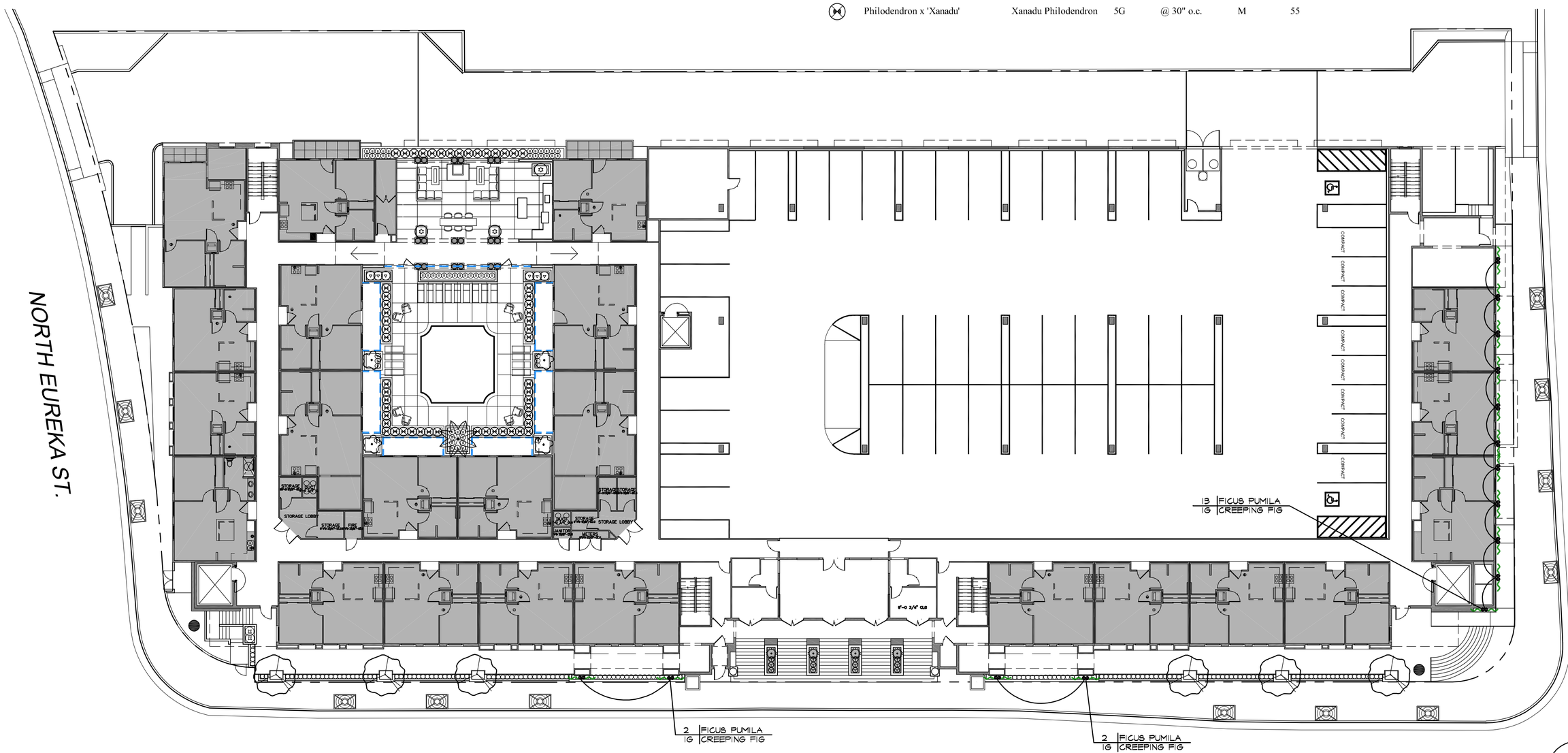
PLANT LEGEND

TREES	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	QTY
	Arbutus x 'Marina'	Marina Strawberry Tree	24" Box	L	6
	Strelitzia nicolai	Giant Bird of Paradise	15 G	M	4

PALM TREES	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	QTY
	Archontophoenix cunninghamiana	King Palm	24" Box	M	1

VINE/ESPALIER	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	QTY
	Ficus repens	Creeping Fig	1G	M	15

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	QTY
	Agapanthus africanus	African Lily	5G	@ 24" o.c.	M	12
	Buxus microphylla japonica	Japanese Boxwood	5G	@ 12" o.c.	M	168
	Chondropetalum tectorum	Small Cape Rush	5G	@ 36" o.c.	M	6
	Cordyline australis 'Red Star'	Red Star Grass Palm	15G	---	L	3
	Dianella tasmanica 'Silver Streak'	Silver Streak Flax Lily	5G	@ 18" o.c.	M	54
	Juniperus chinensis 'Hetzii Columnaris'	Hetzi Column Juniper	15G	---	M	4
	Olea europaea 'Montra' TM	Little Ollie Olive	5G	---	L	2
	Philodendron x 'Xanadu'	Xanadu Philodendron	5G	@ 30" o.c.	M	55



THE GRAND

PLANTING PLAN - 2ND LEVEL

L5

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3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Polhemus, License # 2782
(949) 644-9370 FAX (714) 210-3140

JOB# 21-016 DATE: 07-19-22

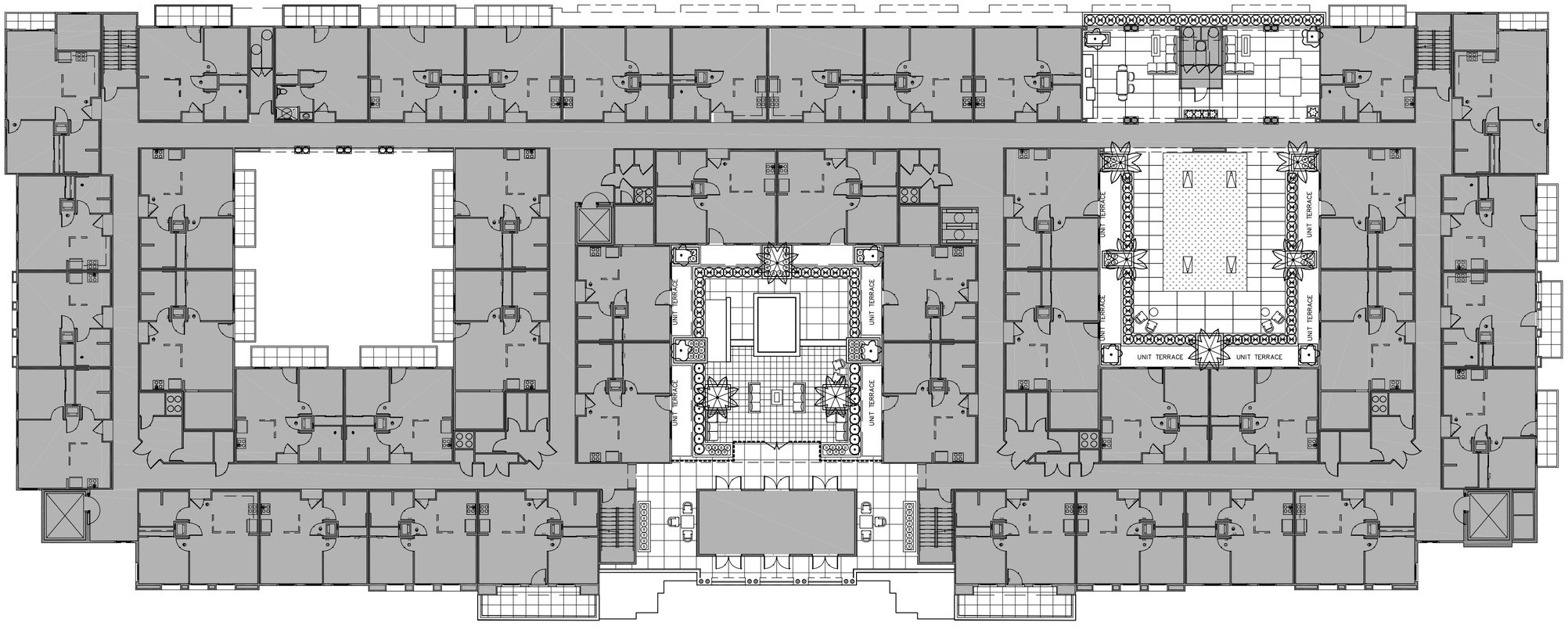
PLANT LEGEND

TREES	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	QTY
	Strelitzia nicolai	Giant Bird of Paradise	15 G	M	8
PALM S	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**WUCOLS**	**QTY**
	Archontophoenix cunninghamiana	King Palm	24" Box	M	8

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	QTY
	Dianella tasmanica 'Silver Streak'	Silver Streak Flax Lily	5G	@ 18" o.c.	M	80
	Ligustrum japonicum 'Texanum'	Texas Japanese Privet	5G	@ 30" o.c.	M	18
	Philodendron x 'Xanadu'	Xanadu Philodendron	5G	@ 30" o.c.	M	94
	Strelitzia reginae	Bird Of Paradise	5G	@ 24" o.c.		5

SITE TABLE

SITE ELEMENT	AREA	ADJUSTED AREA
TOTAL SITE AREA	64,485 SQ. FT.	
BUILDING FOOTPRINT	48,258 SQ. FT.	
REMAINING SITE AREA	16,227 SQ. FT.	
LANDSCAPE AREA @ GROUND FLOOR	1,281 SQ. FT.	1,281 SQ. FT.
COURTYARD @ LEVEL 2	2,289 SQ. FT. x 0.33	755 SQ. FT.
COURTYARD @ LEVEL 3	5,987 SQ. FT. x 0.33	1,976 SQ. FT.
ROOF DECK OPEN SPACE	11,610 SQ. FT. x 0.33	3,831 SQ. FT.
REMAINING SITE AREA		16,227 SQ. FT.
TOTAL ADJUSTED LANDSCAPE AREA		7,843 SQ. FT.
PERCENTAGE OF SITE AREA		48%



0 20' 40'

THE GRAND

PLANTING PLAN - 3RDLEVEL

L6

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3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Polhamus, License # 3782
(949) 644-9370 FAX (714) 210-3140

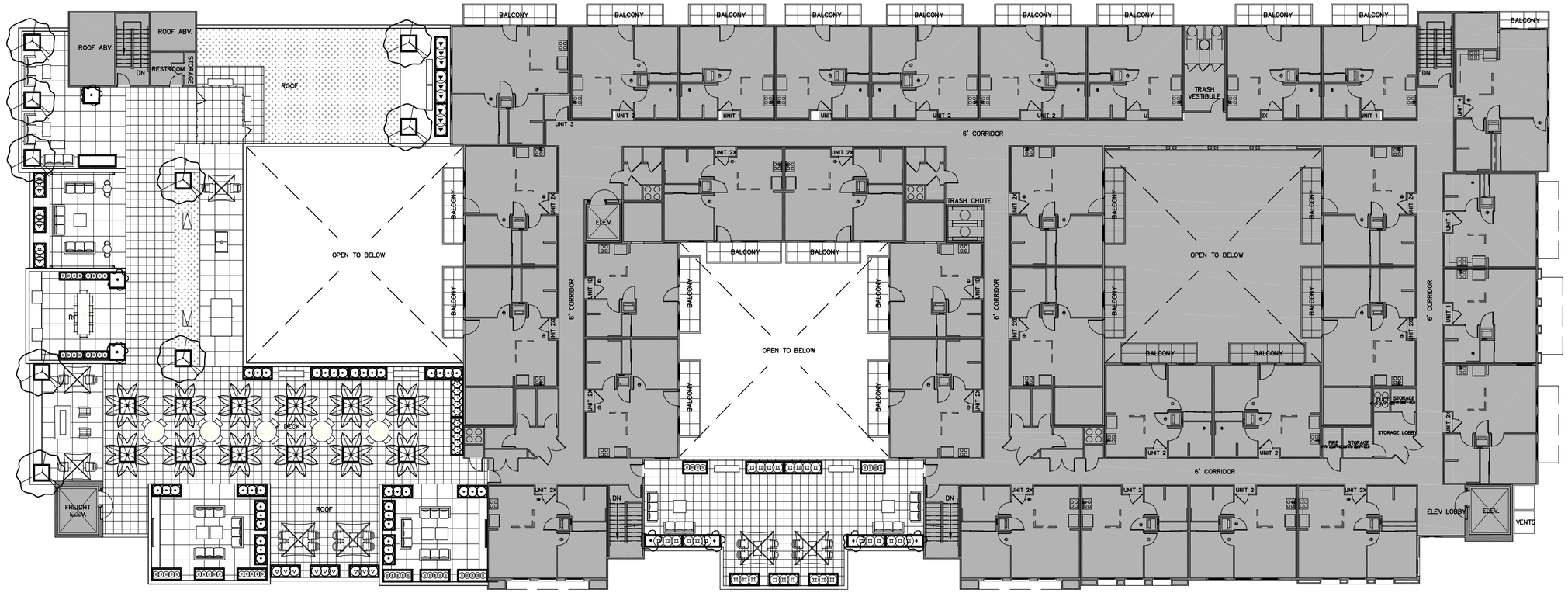
JOB# 21-016 DATE: 07-19-22

PLANT LEGEND

TREES	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	QTY
	Arbutus x 'Marina'	Marina Strawberry Tree	24" Box	L	9
	Strelitzia nicolai	Giant Bird of Paradise	15 G	M	7

PALM TREES	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	QTY
	Archontophoenix cunninghamiana	King Palm	24" Box	L	12

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	QTY
	Chondropetalum tectorum	Small Cape Rush	5G	@ 36" o.c.	M	18
	Dianella tasmanica 'Silver Streak'	Silver Streak Flax Lily	5G	@ 18" o.c.	M	54
	Ligustrum japonicum 'Texanum'	Texas Japanese Privet	5G	@ 30" o.c.	M	39
	Lomandra longifolia 'LM300'	Breeze Mat Rush	5G	@ 36" o.c.	M	9
	Olea europaea 'Montra' TM	Little Ollie Olive	5G	---	L	29
	Strelitzia reginae	Bird Of Paradise	5G	@ 24" o.c.		10



0 20' 40'

THE GRAND

PLANTING PLAN - ROOF

L7

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Pelhamus, License # 3782
(949) 644-9370 FAX (714) 210-3140

JOB# 21-016 DATE: 07-19-22

TENTATIVE PARCEL MAP No. 20175
THE GRAND - 200 W. REDLANDS BLVD.
APN 0169-281-30 & -31

OWNER / APPLICANT

VANTAGEONE REAL ESTATE INVESTMENTS, LLC
THOMAS N. ROBINSON
4 CORPORATE PLAZA, SUITE 210
NEWPORT BEACH, CA 92660

CIVIL ENGINEER

HICKS & HARTWICK, INC.
37 EAST OLIVE AVENUE, SUITE C
REDLANDS, CA 92373
PH: (909) 793-2257

PLAN PREPARED BY:

Hicks & Hartwick, Inc.
37 East Olive Ave. Ste C
Redlands, CA. 92373
909.793.2257

REGISTERED PROFESSIONAL ENGINEER
MATTHEW C. HICKS
No. 63494
CIVIL
STATE OF CALIFORNIA

GENERAL NOTES

1. TOTAL PROJECT GROSS AREA: 98,363 SF (2.26 ACRES) - INCLUSIVE OF ADJACENT STREET R/W
2. NET DEVELOPMENT AREA: 64,421 SF (1.48 ACRES)
3. TOTAL NUMBER OF PARCELS: 14 EXISTING (1 PROPOSED)
4. PROJECT CONSISTS OF APN: 0169-281-30 & -31
5. EXISTING LAND USE: COMMERCIAL
6. POINT OF INGRESS AND EGRESS: EUREKA STREET & THIRD STREET
7. NO REGULATED TREES OR PLANTS EXIST ON SITE
8. FLOOD ZONE DESIGNATION AS INDICATED ON FIRM MAP NUMBER 06071C8716H, MAP REVISED AUGUST 28, 2008. FLOOD ZONE CLASSIFICATION: AO - AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL FLOOD CHANCE (DEPTH 1 FOOT)
9. DATE PREPARED: 3/07/2022

LEGAL DESCRIPTION

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

PARCEL 1:

THAT PORTION OF BLOCK "D" OF CENTRAL TOWNSITE LUGONIA, IN THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 57 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 30 OF SAID BLOCK "D", THENCE NORTHERLY ALONG THE EAST LINE OF LOTS 30, 28, 26, 24 AND THE EAST LINE OF THE SOUTHERLY 4 FEET OF LOT 22 OF BLOCK "D" OF SAID CENTRAL TOWNSITE, 100 FEET; THENCE WESTERLY ALONG THE NORTHERLY LINE OF THE SOUTHERLY 4 FEET OF SAID LOT 22, 100 FEET; THENCE SOUTHERLY ALONG A LINE PARALLEL WITH FIRST DESCRIBED COURSE ACROSS THE SOUTHERLY 4.00 FEET OF SAID LOT 22 AND ACROSS SAID LOTS 24, 26, 28 AND 30, A DISTANCE OF 100.00 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID LOT 30; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 30, 100.00 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

LOTS 1, 2, 3, 4 AND A PORTION OF LOTS 5 AND 6 ALL OF BLOCK "C" OF THE FAIRBANKS & WILSON'S SUBDIVISION, AS PER PLAT RECORDED IN BOOK 4 OF MAPS, PAGE 47, RECORDS OF SAID COUNTY AND LOT 20 AND A PORTION OF LOTS 16, 18, 22, 24, 26, 28 AND 30 OF BLOCK "D" OF THE CENTRAL TOWNSITE, AS PER PLAT RECORDED IN BOOK 8 OF MAPS, PAGE 57, RECORDS OF SAID COUNTY TOGETHER WITH A PORTION OF THE SOUTH ONE-HALF OF REDLANDS BOULEVARD ADJOINING SAID LOTS 1 TO 6, INCLUSIVE, AS ABANDONED BY RESOLUTION OF THE CITY OF REDLANDS, MAY 4, 1904, RESOLUTION NO. 227, DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE WEST LINE OF THIRD STREET AND THE NORTH LINE OF REDLANDS BOULEVARD, AS SHOWN BY RECORD OF SURVEY RECORDED IN BOOK 29, PAGE 61, RECORDS OF SURVEY; THENCE SOUTH 89°59'05" WEST ALONG THE NORTH LINE OF SAID REDLANDS BOULEVARD 100.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG THE NORTH LINE OF SAID REDLANDS BOULEVARD, SOUTH 89°59'05" WEST, 259.75 FEET TO A TANGENT CURVE; THENCE CURVING TO THE RIGHT WITH A RADIUS OF 25.00 FEET THROUGH A CENTRAL ANGLE OF 87°07'07" AN ARC DISTANCE OF 38.01 FEET TO A POINT OF REVERSE CURVE; THENCE CURVING TO THE LEFT WITH A RADIUS OF 525.95 FEET THROUGH A CENTRAL ANGLE OF 17°12'50" AN ARC DISTANCE OF 158.02 FEET TO A POINT WHICH IS 15.00 FEET SOUTH OF THE CENTER LINE OF THE SOUTHERN PACIFIC RAILROAD, AS SHOWN BY SAID RECORD OF SURVEY, SAID 15.00 FEET BEING MEASURED PARALLEL WITH AND RIGHT ANGLES TO THE CENTER LINE OF SAID RAILROAD; THENCE NORTH 89°53'38" EAST PARALLEL WITH THE CENTER LINE OF SAID RAILROAD AND DISTANT 15 FEET THEREFROM 128.44 FEET; THENCE AT RIGHT ANGLES SOUTH 00°06'22" EAST, 11.25 FEET; THENCE NORTH 89°53'38" EAST PARALLEL WITH THE CENTER LINE OF SAID RAILROAD AND DISTANT 26.25 FEET THEREFROM 259.12 FEET; THENCE AS RIGHT ANGLES NORTH 00°06'22" WEST, 11.25 FEET TO A POINT 15.00 FEET SOUTH OF THE CENTER LINE OF SAID RAILROAD; THENCE NORTH 89°53'38" EAST TO A POINT ON THE WEST LINE OF SAID THIRD STREET; THENCE SOUTH 00°20'19" EAST ALONG THE WEST LINE OF SAID THIRD STREET, 78.67 FEET; THENCE SOUTH 89°59'05" WEST PARALLEL WITH THE NORTH LINE OF SAID REDLANDS BOULEVARD 100.00 FEET; THENCE SOUTH 00°20'19" EAST, 100.00 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN FINAL ORDER OF CONDEMNATION RECORDED AUGUST 14, 1998 AS INSTRUMENT NO. 1998-0328873 OFFICIAL RECORDS.

ALSO EXCEPTING FROM SAID PARCEL THOSE PORTIONS THEREOF LYING A DEPTH OF 500 FEET, MEASURED VERTICALLY FROM THE CONTOUR OF THE SURFACES THEREOF, PROVIDED, HOWEVER, THAT GRANTOR, ITS SUCCESSORS AND ASSIGNS, SHALL NOT HAVE THE RIGHT FOR ANY PURPOSE WHATSOEVER TO ENTER UPON, INTO OR THROUGH THE SURFACES OF THE PARCELS HEREIN GRANTED OR ANY PART THEREOF LYING BETWEEN SAID SURFACES AND 500.00 FEET BELOW SAID SURFACES, AS RESERVED IN THE DEED FROM SOUTHERN PACIFIC TRANSPORTATION COMPANY, A CORPORATION, RECORDED JUNE 27, 1975 IN BOOK 8709, PAGE 285 OFFICIAL RECORDS.

EASEMENTS OF RECORD

EASEMENTS AND RESTRICTIONS OF RECORD UNDER TITLE REPORT PREPARED BY FIDELITY NATIONAL TITLE COMPANY DATED NOVEMBER 29, 2018, ORDER NO. 997-30022079-A-CT1
NO EASEMENTS OF RECORD.

SURVEYOR'S NOTE

THE BASIS OF BEARINGS IS THE CENTERLINE OF REDLANDS BOULEVARD SHOWN ON PM 14891, P.M.B. 181/86-88 AS BEING N89°59'05"E

ADEQUATE INGRESS TO AND EGRESS FROM THE SUBJECT PROPERTY IS PROVIDED BY EUREKA STREET AND THIRD STREET. THE SAME BEING PAVED, DEDICATED PUBLIC RIGHT-OF-WAY MAINTAINED BY THE CITY OF REDLANDS.

THE LOCATION OF THE UTILITIES SHOWN HEREON ARE FROM OBSERVED VISIBLE EVIDENCE OF ABOVE GROUND APPURTENANCES AND MARKINGS AND RECORD INFORMATION. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER MAKES NO GUARANTEE AS TO THE EXACT LOCATION OF UNDERGROUND UTILITIES.

BENCHMARK

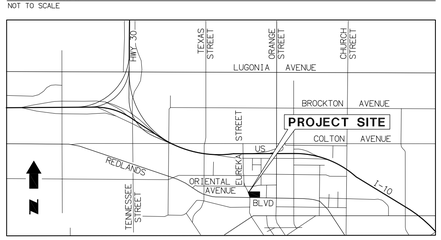
BENCHMARK: CITY OF REDLANDS
BENCH MARK R-59 BRASS DISK IN TOP OF CURB @ WEST SIDE OF FLAG POLE ISLAND @ INTERSECTION OF CAJON STREET AND VINE STREET IN FRONT OF CITY HALL
ELEVATION = 1358.504

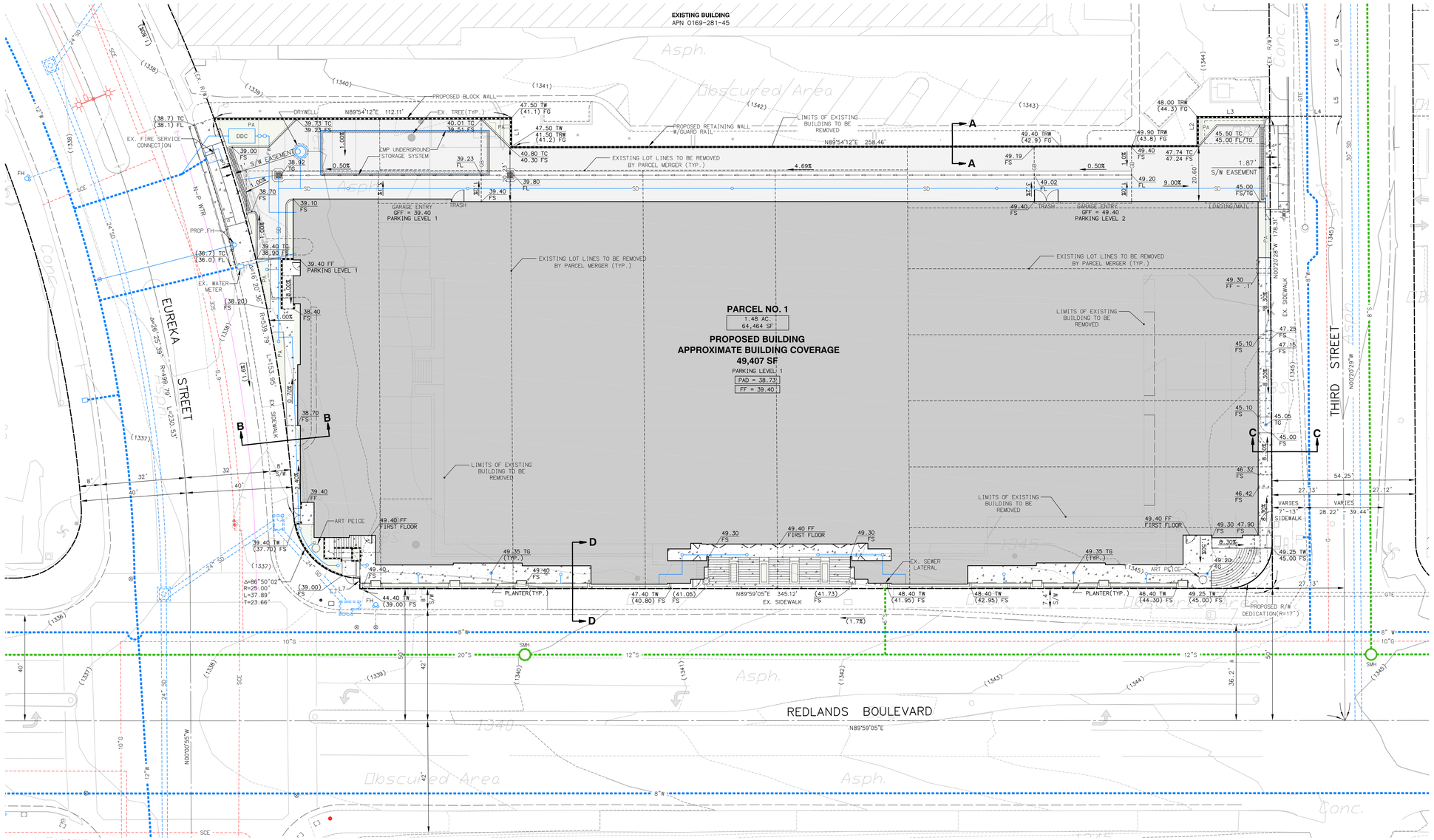
LINE TABLE

	BEARING	DISTANCE		BEARING	DISTANCE
L1	N00°05'48"W	11.25'	L5	N00°20'28"W	15.00'
L2	N00°05'48"W	11.25'	L6	N00°20'28"W	25.07'
L3	N89°54'12"E	27.52'	L7	N00°00'55"W	4.00'
L4	N89°54'12"E	27.13'			

VICINITY MAP

NOT TO SCALE



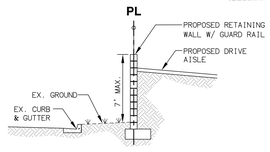


LEGEND

- ASPHALT PAVEMENT
- BUILDING
- LANDSCAPING
- CONCRETE
- PROPOSED WALL
- (1210) EXISTING CONTOUR
- 1210 PROPOSED CONTOUR
- PROPOSED SEWER SERVICE
- N-P WTR PROPOSED NON-POTABLE WATER
- SD PROPOSED STORM DRAIN
- EXISTING STORM DRAIN
- EXISTING WATER SERVICE
- EXISTING SEWER LATERAL
- EXISTING WATER MAIN (SIZE AS SHOWN)
- EXISTING SEWER MAIN (SIZE AS SHOWN) AND MANHOLE
- G EXISTING GAS LINE (SIZE AS SHOWN)
- OH EXISTING OVERHEAD COMMUNICATION/POWER LINES
- GTE EXISTING GENERAL TELEPHONE
- SCE PROPOSED SOUTHERN CALIFORNIA EDISON
- GB PROPOSED GRADE BREAK
- FIRE HYDRANT ASSEMBLY
- GRADED SWALE

ABBREVIATIONS

AC	ASPHALT PAVEMENT	LF	LINEAR FEET
APN	ASSESSOR'S PARCEL NUMBER	LS	LANDSCAPE
BLDG	BUILDING	MAX	MAXIMUM
℄	CENTERLINE	MIN	MINIMUM
CF	CURB FACE	PL	PROPERTY LINE
CLF	CHAIN LINK FENCE	PP	POWER POLE
CONC.	CONCRETE	PROP	PROPOSED
COR	CORNER	GB	GRADE BREAK
DDC	DOUBLE DETECTOR CHECK	GP	GUARD POST
DIA	DIAMETER	GTE	GENERAL TELEPHONE
EX.	EXISTING	R/W	RIGHT OF WAY
EG	EXISTING GRADE	SMH	SEWER
FF	FINISHED FLOOR	SW	SIDEWALK
FG	FINISHED GRADE	TC	TOP OF CURB
FL	FLOW LINE	TG	TOP OF GRATE
FS	FINISHED SURFACE	WTR	WATER
INV	INVERT	WV	WATER VALVE
LAT	LATERAL	XING	CROSSING



SECTION A-A
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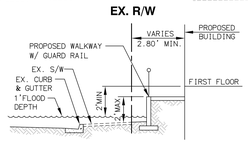

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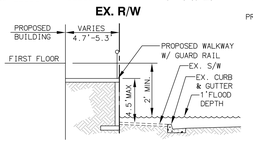

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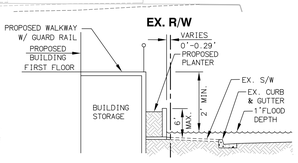

SECTION D-D
NOT TO SCALE

GRAPHIC SCALE

0 10 20 40 60 80
(IN FEET)
1 INCH =20 FT.

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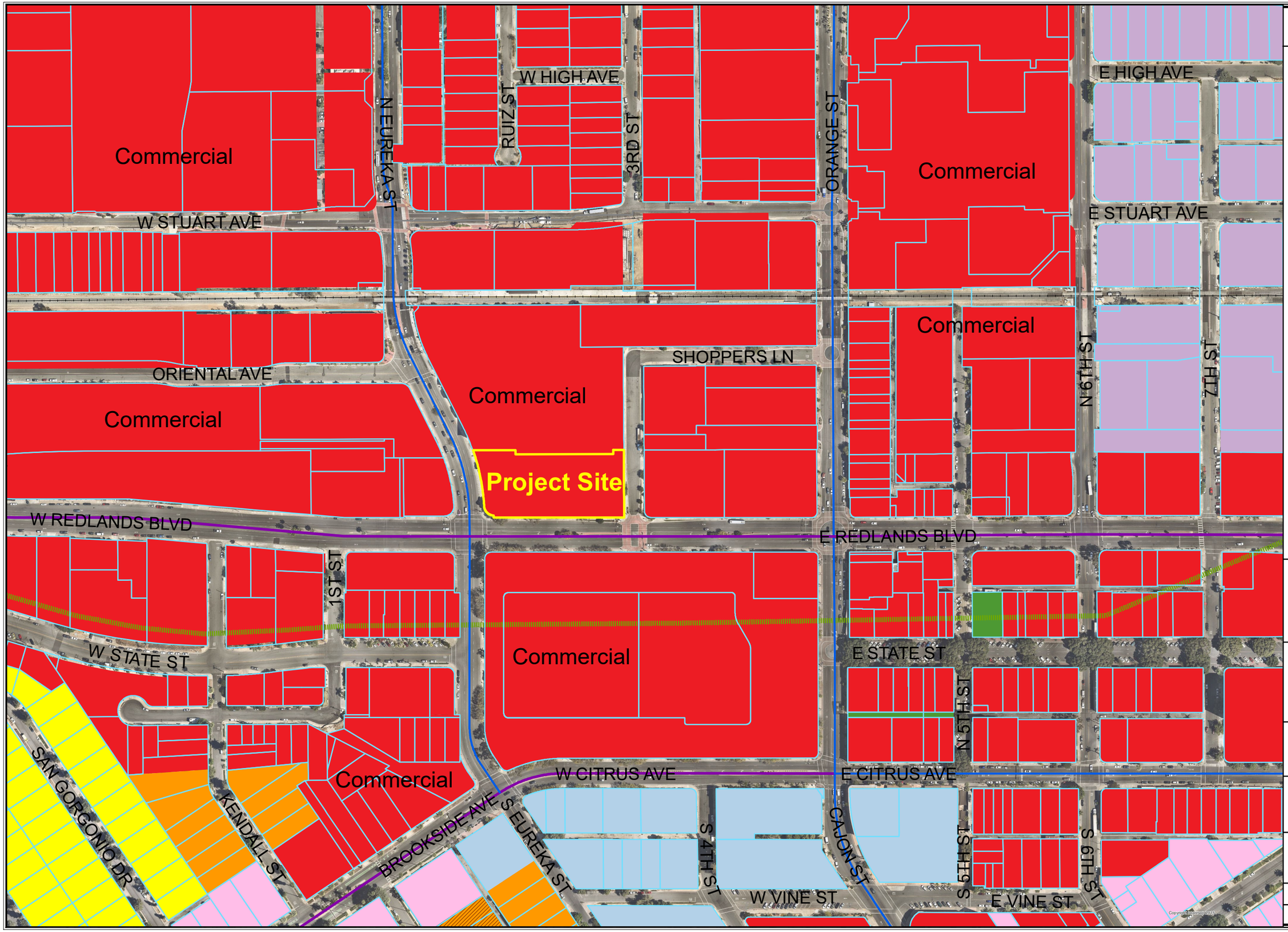


General Plan

General Plan Land Use Map

This map was produced by the City of Redlands, Geographic Information System.
The City of Redlands assumes no warranty or legal responsibility for the information contained on this map.
The data used to generate this map is dynamic in nature, therefore the information shown may or may not be the most current.

N
W E
S

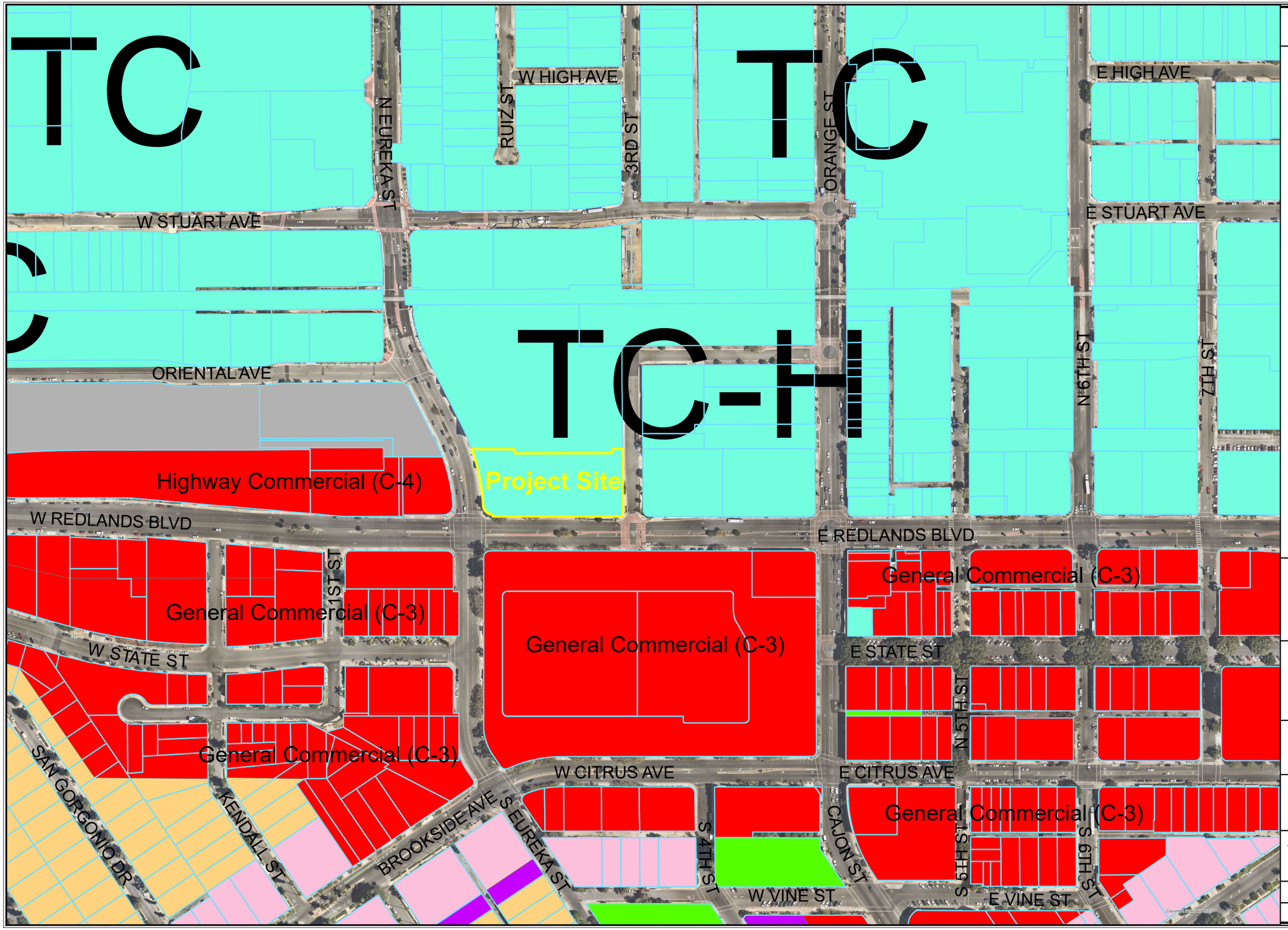
Scale
0 180 360
Feet

City of Redlands
Department of Innovation & Technology
Geographic Information Systems

City of Redlands "A City That Works"

September 10, 2021

OneStop.mxd



Zoning

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The data used to generate this map is dynamic in nature, therefore the information shown may or may not be the most current.

N
W E
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Scale
0 180 360
Feet

City of Redlands
Department of Innovation & Technology
Geographic Information Systems

City of Redlands "A City That Works"

September 10, 2021

OneStop.mxd

Specific Plan 45 – Downtown Specific Plan
Town Center - Historic (TC-H) District
[PROJECT: THE GRAND]

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
Min. Lot Area	None Required	n/a	n/a
Min. Lot Width	Not Required	n/a	n/a
Min. Lot Depth	Not Required	n/a	n/a
Max. Floor Area: (Section 3 (4e))	2.0 times the lot area (2.0 FAR). Enclosed parking structures shall not be counted toward the calculation of Floor Area Ratio.	FAR: 2.0	Yes
Max. Structure Height	3 stories, not to exceed 55 feet. Building height shall mean the vertical distance measured from the adjoining curb level to the highest point of the structure; provided, however, that where buildings are set back from the street line, the height shall be measured from the average elevation of the finished grade at the front of the building.	55 Feet	Yes
Front Yard	None Required	n/a	n/a
Side Yard (Street)	None Required	n/a	n/a
Side Yard (Interior)	None Required. When abutting an existing residential use, the required side setback is five (5) feet. This requirement shall not apply when the project abuts an existing mixed use building that contains a residential use.	n/a	n/a
Rear Yard	None Required. When abutting an existing residential use the required rear setback is fifteen (15) feet.	n/a	n/a
Setback from alleys	None Required	n/a	n/a
Building Lines	A minimum of 50% of the front ground-level facade of the building must be located within ten (10) feet of the front property line. The intention of this requirement is to locate building fronts near the street, adjacent to sidewalks, to improve the pedestrian character of the Specific Plan area.	Building would have a front setback of 1'-11" setback off property line fronting Redlands Blvd; a varied setback minimum of 3'-40" off property line fronting 3rd Street; a varied setback minimum of 3'-50" off Eureka St.; and a 20'-7" rear setback off property line bordering alley.	Yes.
Landscaping	A minimum 8% of the total lot area must be fully landscaped. Internal landscaped areas of parking lots may be counted toward this total. Patios, courtyards, colonnades, arcades and	10,450 sf of landscaping proposed. Tree species are proposed on first level in sidewalk planters (tree well with	Yes.

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
	other outdoor pedestrian spaces may be counted for up to one-third of the landscaped area requirement if they are decoratively-paved with a material approved by the Planning Commission. All other required landscaping must be fully planted with a combination of trees and shrubs. The tree species must be drought tolerant. NOTE: Landscaped area is not required on lots 5,000 sq. ft. or less (TC-H district only).	iron grate) within ROW. Trees and shrubs planted on roof top level in planter boxes. Vines proposed to be planted to grow on trellises along first to second floor building walls bordering Redlands Blvd., Eureka St., and 3rd St.	
Off-Street Parking 18.164.090(B)	• Residents: 1.0 stall per dwelling unit up to 999 square-feet. *Minimum required* = 145 spaces • Guests: 0.25 stalls per dwelling unit. *Minimum required* = 36.5 spaces	Total of 183 spaces provided:143 Standard, 34 Compact, and 6 ADA spaces. Residents: 145 spaces Guests: 37 spaces	Yes
Location of Off-Street Parking	Off-street parking shall not be located in required front or side street setback areas. Off-street parking areas shall be located to the rear or sides of buildings, not between the front elevation of the building and a public street. This requirement is intended to achieve a pedestrian-oriented development pattern throughout the Town Center District, and to prevent automobile-oriented development that places parking lots between buildings and streets. All off-street parking areas visible from public streets shall be screened from view with a minimum 30-inch high solid wall or a minimum 5-foot wide continuous landscaped edge with shrubs that reach a minimum height of 30 inches after two years growth. Solid walls used for screening must be accompanied by a minimum 3-foot wide landscaped edge facing the street.	Building enclosed 1st floor parking comprised of 125 standard spaces and 4 ADA spaces (129 total spaces). 1 truck loading space located outside of building adjacent to driveway off Eureka St. Building enclosed 2nd floor parking comprised of 47 standard spaces and 2 ADA spaces (49 total spaces). 2 standard spaces located as tuck-under building structure. 1 space adjacent to	Yes. 129 spaces fully enclosed within building structure. No. Not sufficient space to provide solid wall accompanied by 3-foot wide landscaped edge abutting Eureka St. A wedge-shaped landscaped area is provided. Yes. All 49 spaces fully enclosed within building structure. Yes. 2 standard spaces will not be visible from 3rd St. due to proposed 4 ft. wall on north boundary that will screen view of these spaces. No. Planter is proposed for right side of space but will not screen

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
		driveway off 3rd St.	vehicle from being visible off 3rd St. Also, potential traffic hazard for traffic entering driveway off 3rd St.
Access to Off Street Parking 18.164.270	Minimum driveway width for combined entrances or exits = 26 feet Maximum driveway width = 30 feet	26 feet minimum	Yes.
Corner Cutoff 18.168.010	• Streets; streets & alleys; private driveways & streets/alleys. • Where all private driveways intersect street or alley. • 45 degree angle with side or front P/L. • Minimum 10 ft. deep for 45 degree angle. • No visual obstruction within corner cutoff area.	Eureka St. driveway: proposed truck loading & unloading area within the corner cutoff area.	No (revise in Plan Check)

ARCHITECTURAL DESIGN GUIDELINES

GUIDELINE	PROJECT'S CONSISTENCY
Provide architectural treatment to all elevations that are visible from either public or private vantage points.	Consistent. All sides architecturally treated with a variety of materials, textures, colors, and clear articulation.
Avoid expanses of blank wall, devoid of any articulation or embellishment for both buildings and freestanding walls.	Consistent. All sides articulated and architecturally treated.
Articulate the building mass to form a less imposing façade and craft a building scale that is compatible with the surrounding architecture and neighborhood.	Consistent. All exterior walls of the building structure are articulated with a variation of offset projections to eliminate 2-dimensional appearance. The surrounding development is comprised of mostly 1-story commercial uses with the exception of a 2-story commercial use located directly to the north (LOOK Dine-In Theatre).
Elevations should be visually attractive by providing surface articulation in all areas of the building plane, including vertical and horizontal variation to the roofline.	Consistent. Elevations are articulated and include vertical and horizontal variation and projections on all sides of the building, and a variety of material including brick, concrete, metallic trim and roofing, and glass.
Rooftop equipment shall be concealed by providing raised architectural elements around equipment to screen roof equipment on buildings or integrating the screening within the roof slopes. When possible locate equipment units near the center of the building away from roof edges.	Consistent. The building is designed to conceal rooftop equipment. Proposed rooftop parapets combined with the overall height of the building (55- feet, 4-stories tall) will adequately conceal proposed rooftop mounted solar panels and air conditioner compressor units from by pedestrians and motorists on Eureka Street, Redlands Boulevard, and 3rd Street .
When architecturally appropriate, buildings should include a base along all sides of the building in the form of a wainscot or other architectural element to meet the ground and provide surface relief and variation in building exteriors materials.	Consistent. The building is designed with an added classical "Row House" architectural style that will incorporate a variation of exterior materials to include red brick veneer and grey stucco wall siding with smooth imperfect finishing, stucco and brick cornices for parapets, precast stone and solidier course brick lintels above window groupings, black metal railing balconies and black metal turnbuckle and awnings
Provide focal points in the architectural theme to create a strong entry statement and provide a sense of place. Towers, spires, domes, massing, color, trellises, fountains, public art, and plazas are encouraged.	Consistent. Focal points from base level to the top of the building include a wide entry stairway for the main entrance followed by rounded double column pairing with arching and followed by the building's title bordering just under the roof top cornice.

GUIDELINE	PROJECT'S CONSISTENCY
All projects are strongly encouraged to be designed by a licensed architect with experience in commercial architecture.	Consistent. Project architect is experienced with high density residential development architecture.
Use building materials that provide texture and character to building surfaces.	Consistent. Proposed materials and colors will provide texture and character to building exterior surfaces.
Higher quality building materials that add character to buildings shall be used in areas that experience high pedestrian traffic.	Consistent. The architecture draws in materials typified from "Row House" era architectural styles, such as decorative cornices, stone lintels, columns, red brick veneer and black metal railing balconies and roof top planted trees, to provide visual interest.
Architectural details may include accent colors treatments, however projects should avoid an excessive amount of bright or highly reflective colors which overpower the building.	Consistent. Proposed material treatment provides a variety of materials that represent a simple, "Row House" era palette, utilizing concrete, red brick veneer, glass, wall trellising for vine landscaping,
Project signage must be incorporated into the overall architectural theme of a development.	The project at this time is not proposing any signage other than the building title name ("The Grand") that will be individual channel letter mounted above the main entrance to the building off Redlands Blvd. All signage will be under separate permit. Temporary signage for advertising for unit rental/sale purposes will be required under a separate permit.
Use building overhangs and spectrally-selective glazing to reduce solar heat gain on windows. Do not use heavily tinted glass unless necessary for security or privacy purposes.	Consistent. Cornices for parapets and precast stone and solidier course brick lintels placed above window groupings would minimize solar heat gain.
Create designs that include "true" architectural style(s) that have a timeless quality rather than trendy designs that become dated. If a specific style of architecture is to be used, the design of project shall look authentic in building materials and detail window details. Avoid the mixing of architectural styles.	Consistent. The project proposes a "Row House" era architectural style that utilizes materials and design elements that are "true" and often associated with this style for that era in design architecture. This provides a consistent and authentic appearance.

FINAL SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT FOR THE GRAND PROJECT

Lead Agency:

City of Redlands
35 Cajon Street
Redlands, CA 92373

Project Applicant:

VantageOne Real Estate Investments, LLC
4 Corporate Plaza, Suite 210
Newport Beach, CA 92660

CEQA Consultant:

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

2355 Main Street, Suite 100
Irvine, CA 92614

August 2022

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CH. 2 RESPONSE TO PUBLIC COMMENTS 2-1
CH. 3 MMRP 3-1

ATTACHMENT A. APPENDICES TO THE PUBLIC REVIEW DRAFT SCEA

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The Grand Project

Sustainable Communities Environmental Assessment

Lead Agency:

City of Redlands
35 Cajon Street
Redlands, CA 92373

Project Applicant:

VantageOne Real Estate Investments, LLC
4 Corporate Plaza, Suite 210
Newport Beach, CA 92660

CEQA Consultant:

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

2355 Main Street, Suite 100

Irvine, CA 92614

July 2022

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1.3 Transit Priority Project Criteria 1
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2 ENVIRONMENTAL SETTING 4
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1 INTRODUCTION

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the California Public Resources Code (PRC).

1.1 Project Description Summary

The subject of this SCEA is a proposed residential development known as The Grand Project (Project; proposed Project). The Project site is comprised of multiple parcels bordered by commercial buildings, Eureka Street, Redlands Boulevard, and Third Street.

The Project proposes the development of one four-story apartment building with 146 multi-family dwelling units on the 1.49-acre site.

1.2 Background Information on Senate Bill 375 and the SCEA

The State of California adopted Senate Bill 375 (SB 375), also known as "The Sustainable Communities and Climate Protection Act of 2008," which outlines growth strategies that better integrate regional land use and transportation planning, and that help meet the State's greenhouse gas (GHG) emission reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" (SCS) into the regional transportation plans to achieve their respective region's GHG emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria. One such CEQA streamlining tools is the SCEA.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of San Bernardino (along with the Counties of Los Angeles, Imperial, Riverside, Orange, and Ventura). On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS). For the SCAG region, CARB has set GHG emission reduction targets at 19 percent per capita reduction by 2035 relative to 2005 levels. The 2020-2045 RTP/SCS outlines strategies to meet or exceed the targets set by CARB. By Executive Order G-20-239, approved on October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 emission reduction targets.

SB 375 allows the City of Redlands, acting as Lead Agency, to prepare a SCEA as the environmental CEQA clearance for "transit priority projects" (as described below) that are consistent with SCAG's 2020-2045 RTP/SCS.

1.3 Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to qualifying transit priority projects (TPPs). For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria (see PRC 21155 (a) and (b)):

- Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020-2045 RTP/SCS;
- Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio (FAR) of not less than 0.75;
- Provides a minimum net density of at least 20 dwelling units per acre; and
- Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

1.4 SCEA Process and Streamlining Provisions

Qualifying TPPs that have incorporated all feasible and applicable mitigation measures, performance standards, or criteria set forth in the prior applicable EIR (SCAG's 2020-2045 RTP/SCS Program EIR), and that are determined to not result in significant and unavoidable environmental impacts, may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the TPP, except for the following:
    a. Growth-inducing impacts, and
    b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.

    Note: all relevant and feasible 2020-2045 RTP/SCS Program EIR mitigation measures shall be incorporated into the Project prior to conducting the initial study analysis.
2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. A draft of the SCEA shall be circulated for a public comment period of no less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.
5. The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:
    a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
    b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
        i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
        ii. Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

1.5 Required Findings

The City of Redlands finds, based on the information contained in Section 2 (Environmental Setting), Section 3 (Project Description), Section 4 (Sustainable Communities Environmental Assessment Criteria), Section 5 (Incorporation of 2020-2045 RTP/SCS Program EIR Mitigation Measures), and Section 6 (Sustainable Communities Environmental Analysis/Initial Study Checklist) of this document, that preparation of a SCEA in accordance with PRC Section 21155.2(b) is appropriate for the Project for the following reasons:

- The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the area of the Project site in the 2020-2045 RTP/SCS prepared by SCAG, which is the metropolitan planning organization for the City.
- The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2020-2045 RTP/SCS would, if implemented, achieve the GHG emission reduction targets.
- The Project qualifies as a transit priority project pursuant PRC Section 21155 in that the Project contains more than 50 percent residential use; provides a minimum net density greater than 20 units

an acre; and is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan;

- The Project is a residential or mixed-use project as defined by PRC Section 21159.28(d);
- The Project incorporates all feasible and applicable mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to PRC Section 21081, including the 2020-2045 RTP/SCS Program EIR;
- All potentially significant or significant effects required to be identified and analyzed pursuant to CEQA in an initial study have been identified and analyzed in an initial study; and
- As outlined in detail in Section 6, *Sustainable Communities Environmental Analysis/Initial Study Checklist,* changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.

1.6 Organization of the SCEA

Based on the information presented above, the SCEA for the Project is organized as follows:

- **Section 1. Introduction:** This section provides introductory information about the Project and background information regarding SB 375, lists the TPP criteria, and describes the required content of the SCEA.
- **Section 2. Environmental Setting:** This section provides information on the current uses and designations for the Project site and surrounding areas.
- **Section 3. Project Description:** This section provides a detailed description of the Project, including Project characteristics and required discretionary approvals.
- **Section 4. Sustainable Communities Environmental Assessment Criteria:** This section includes a discussion of the Project's consistency with the TPP criteria listed above and demonstrates that the Project satisfies all necessary criteria for approval of a SCEA as set forth in PRC Sections 21155.2 and 21159.28(a).
- **Section 5. Incorporation of 2020-2045 RTP/SCS Program EIR Mitigation Measures:** This section identifies all of the mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) for SCAG's 2020-2045 RTP/SCS Program EIR and a discussion of the applicability of the mitigation measures to the Project.
- **Section 6. Sustainable Communities Environmental Impact Analysis/ Initial Study Checklist:** This section contains the completed Initial Study Checklist and assesses the significance level under each environmental impact threshold. Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of Project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified in the Checklist, mitigation measures are provided to reduce such impacts to less than significant levels.

2 ENVIRONMENTAL SETTING

2.1 Project Location

The City of Redlands encompasses approximately 36 square miles of land within San Bernardino County and is bound by Loma Linda to the west; the unincorporated community of Mentone to the east; Highland to the north; and Riverside County and Moreno Valley to the south.

The Project site is located between Redlands Boulevard, Eureka Street, Third Street, and Stuart Avenue in Downtown Redlands. The Project site is located at 200 – 206 West Redlands Boulevard. As shown on Figure 2-1, *Regional Location,* regional access to the Project site is provided by Interstate 10 (I-10) to Orange Street. Local access to the site is provided by Eureka Street and Third Street, as shown on Figure 2-2, *Local Vicinity*.

2.2 Existing Project Site

The Project site encompasses approximately 1.49 acres and two parcels of land identified as Assessor's Parcel Numbers (APN) 0169-281-30 and 0169-281-31.

The Project site is completely developed with one commercial building and surface parking. The Project site includes several ornamental trees and landscaping. The Project site's existing conditions are shown in Figure 2-3, *Project Aerial,* and Figures 2-4, *Site Photos*.

2.3 Existing Land Uses and Zoning Designation of the Project Site

As shown on Figure 2-5, *Existing General Plan Designation,* the Project site has a General Plan designation of Commercial, which allows commercial development. The entire Project site is within the Transit Village Overlay.

As shown on Figure 2-6, *Existing Zoning,* the entire Project site is zoned as Specific Plan 45 Town Center Historic (SP45/TC-H). As indicated in the Downtown Specific Plan, the SP45/TC-H district is intended to create a compact, pedestrian oriented environment that is consistent in character and density with the older Redlands Town Center. The SP45/TC-H zone allows for development at up to a 2.0 FAR maximum and has a maximum building height limit of 55 feet (3 stories).

2.4 Surrounding General Plan and Zoning Designations

The Project site is located within a developed, mixed-use area within the City of Redlands as described below:

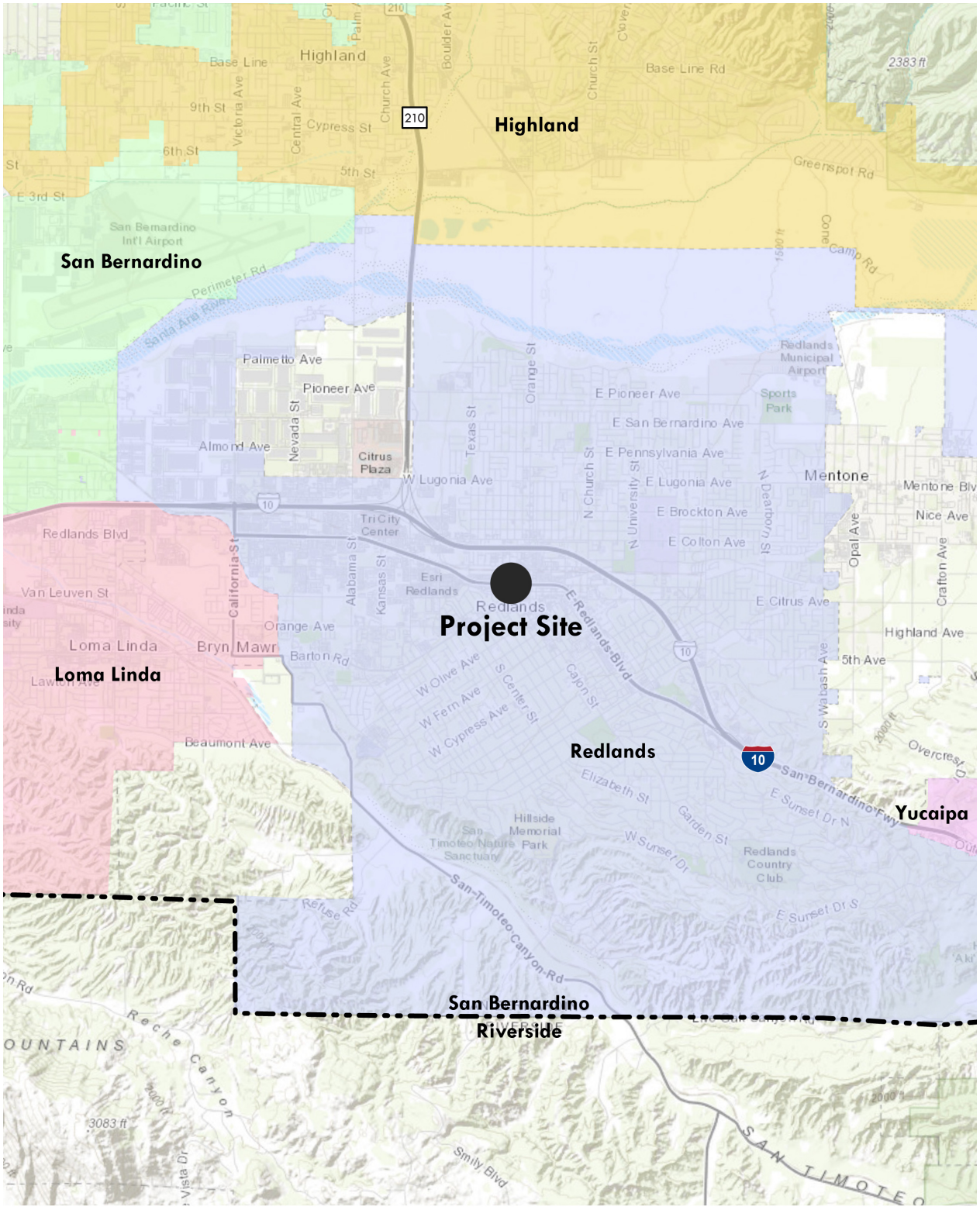
North: Directly north of the Project site is a commercial building followed by the Arrow Line. Areas to the north of the site are designated as Commercial and zoned SP45/TC-H. Areas directly to the north of the Project site are within the Transit Village Overlay.

South: Directly south of the Project site is Redlands Boulevard followed by the Redlands Mall. Areas to the south of the Project site are designated as Commercial by the Redlands General Plan, and zoned General Commercial (C-3). Areas directly to the south of the Project site are within the Transit Village Overlay.

East: Directly to the east of the Project site is Third Street followed by commercial buildings. Areas to the east of the Project site are designated as Commercial by the Redlands General Plan, and zoned SP45/TC-H. Areas directly to the east of the Project site are within the Transit Village Overlay.

West: Directly to the west of the Project site is Eureka Street followed by commercial buildings. Areas to the west of the Project site are designated as Commercial by the Redlands General Plan, and zoned Highway Commercial District (C-4). Areas directly to the west of the Project site are within the Transit Village Overlay.

Regional Location



The Grand Residential
City of Redlands

Figure 2-1

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Local Vicinity



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Aerial View



The Grand Residential
City of Redlands

Figure 2-3

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Existing Site Photos



View from northwest corner of site on Eureka St.



Southwest corner on Eureka St and Redlands Blvd.

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Existing Site Photos



Southeast corner of site on Redlands Blvd and 3rd St.



View from northeast corner on 3rd St.

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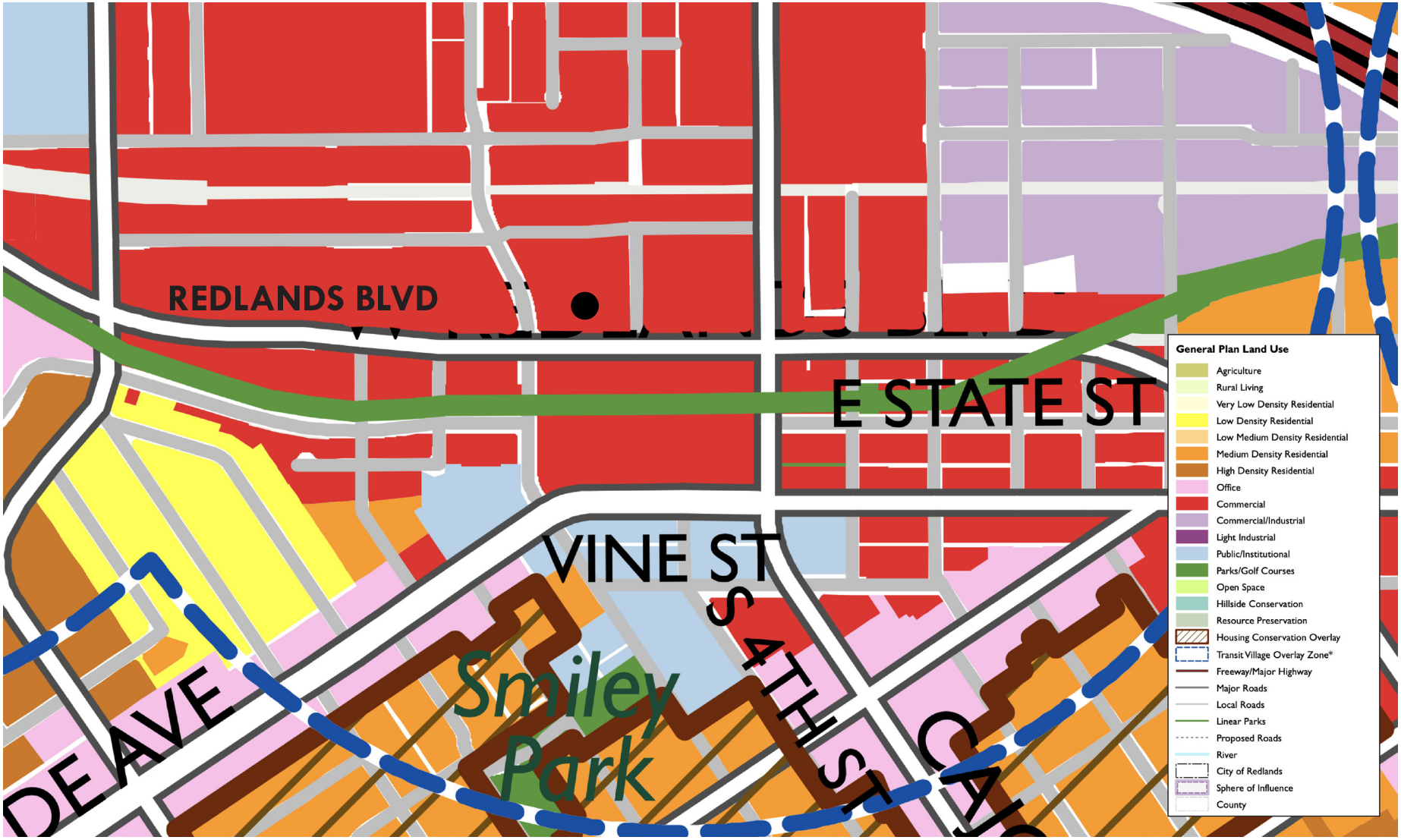
Existing General Plan Designation



Project Site

N

The Grand Residential
City of Redlands

Figure 2-5

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Existing Zoning



Project Site

N

The Grand Residential
City of Redlands

Figure 2-6

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3 PROJECT DESCRIPTION

3.1 Proposed Project

3.1.1 Project Overview

The Project proposes to demolish the existing commercial building, surface parking and related infrastructure and to redevelop the site with a luxury apartment complex. The Project includes multi-family residential units and associated common open spaces. The Project would also develop a parking garage beneath the proposed building. The Project would include 146 multi-family dwelling units for a density of 98.7 dwelling units per acre (du/ac). The Project would also include approximately 22,948 SF of common amenity space that includes a 12,214 SF roof deck and 10,733 SF pool plaza, as shown on Figure 3-3, *Conceptual Site Plan, Unit Level 2*.

3.1.2 Project Features

Architectural Design

The proposed building would have a maximum height of 55 feet above grade, as shown on Figure 3-6, *Elevations*. The Project would include a 2-story parking structure underneath the apartment building with a combination of 3- and 4-stories of apartment units and common space above the parking structure.

As shown in Figures 3-6, Project elevations would include a variety of architectural elements, including decorative brick cornices, stone columns, round half awning, articulated massing, and a combination of brick veneer, stucco, and stone materials. The proposed facades are designed to be compatible with the Downtown historic architectural styles within the City.

Residential Units

The Project would construct 146 multi-family residential units in a 3- and 4-story building for a density of 98.7 du/ac. The residential units would include studios and one-bedroom floor plans that range from approximately 517 SF to 829 SF. The residential unit breakdown for the building is provided in Table 3-1.

Table 3-1: Residential Unit Breakdown

Unit Type	Square Footage	Number of Units
Unit 1 (JR 1 Bed)	517	27
Unit 1D (1 Bed, 1 Bath, Den)	612	6
Unit 2 (1 Bed, 1 Bath)	586	41
Unit 2X (1 Bed, 1 Bath)	655	52
Unit 2XD (1 Bed, 1 Bath, Den)	768	13
Unit 3 (1 Bed, 1 Bath)	804	1
Unit 4 (1 Bed, 1 Bath, Den)	829	6
Total	---	**146**

The building would also include approximately 22,948 SF of amenity space, including a roof deck and a pool plaza. Additionally, approximately 91 of the units would include a balcony or terrace, that would range in size from 48 SF to 271 SF.

Circulation and Parking

The proposed Project would be accessed through driveways on Third Street and Eureka Street, as shown on Figure 3-1, *Conceptual Site Plan, Parking Level 1*.

The Project would include a 2-level parking structure beneath the proposed apartment building with 182 parking spaces. Access to this parking structure would be provided from the driveway at the northern portion of the Project site. The first floor of the parking structure would be subterranean and provide approximately 130 spaces. The second level of the parking structure would be on the ground floor and provide approximately 52 spaces. Additionally, the Project would include one moving truck space, one loading space, two street parallel parking spaces, and a mail delivery space.

Recreation and Open Space

The Project would provide approximately 22,948 SF of common recreational space. The common recreational space would include a 12,214 SF roof deck and a 10,733 SF pool plaza. The Project would also include multiple amenities such as a pool, fitness room, community room, bike storage, and lounges.

Landscaping

The Project would install new drought tolerant ornamental landscaping throughout the Project site. In addition, a variety of ornamental shrubs and groundcovers would be installed. The Project also proposes a six-foot-high planter along the Redlands Boulevard frontage.

Fencing and Walls

The Project would install a seven-foot-high retaining wall with guard rail on the north side of the Project site. The Project would also include a walkway with guard rail along Eureka Street and along Third Street.

Lighting

Lighting proposed as part of the Project would be typical of residential uses and would consist of primarily of wall-mounted lighting, security lighting, as well as pole-mounted lights along roadways, sidewalks, and pedestrian paseos. Additional accent lighting, such as string lighting, would be provided in outdoor community recreation areas. All of the Project's outdoor lighting would be directed downward or shielded to minimize offsite spill, as required by General Plan Action 2-A.35.

Infrastructure Improvements

Street Improvements

The proposed Project would dedicate a portion of the site on the corner of Redlands Boulevard and Third Street to the right-of-way.

Water

The Project would install new onsite potable water that would connect to existing 12-inch water lines in Eureka Street and to the existing 8-inch water lines in Redlands Boulevard and Third Street. Additionally, the Project would install fire water lines onsite that would connect to the existing 12-inch and 8-inch water lines in the rights-of-way.

Sewer

The Project would construct onsite sewer lines that would connect to the existing sewer line in Redlands Boulevard and Third Street.

Drainage

The Project would install new storm drain lines throughout the site. Additionally, the Project would install a corrugated metal pipe (CMP) underground storage system in the northwest portion of the site to collect stormwater. Multiple planter boxes would be installed for further stormwater infiltration.

3.1.3 General Plan and Zoning

As shown on Figure 2-5, *Existing General Plan Designation,* the Project site has a General Plan designation of Commercial, which allows commercial development. The entire Project site is within the Transit Village Overlay. The Project would be consistent with the Commercial General Plan Designation.

As shown on Figure 2-6, *Existing Zoning,* the entire Project site is zoned as Specific Plan 45 Town Center Historic (SP45/TC-H). As indicated in the Downtown Specific Plan, the Specific Plan 45 Town Center Historic district is intended to create a compact, pedestrian oriented environment that is consistent in character and density with the older Redlands Town Center. The SP45/TC-H zone allows for development at up to a 2.0 FAR maximum and has a maximum building height limit of 55 feet, as measured from the final grade. The Project would require a Specific Plan Amendment to increase the maximum building height in the SP45/TC-H zone to four stories.

3.1.4 Construction and Phasing

Construction activities would include the following: (1) demolition of the existing structures, pavement, septic system and other infrastructure, and landscaping; (2) grading and excavation; (3) construction of drainage, utilities, and subgrade infrastructure; (4) building construction; and (5) paving and application of architectural coatings. Demolition activities associated with construction of the proposed Project would result in 3,450 tons of debris. 3,200 tons of debris will be crushed onsite, and the remainder will be hauled off-site. The proposed excavation and grading of the Project site would result in export of 9,000 cubic yards of soil. Construction activities would be limited to the hours between 7:00 am to 6:00 pm, Monday through Saturday, excluding federal holidays, which would be consistent with the City's noise regulations (Municipal Code Chapter 8.06, Community Noise Control).

3.1.5 Discretionary Approvals, Permits, and Studies

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

- **Commission Review and Approval** to construct the above-described Project.
- **Specific Plan Amendment** of the Downtown Specific Plan to increase maximum building height to four stories.
  Development Agreement that would include a phasing plan and outline public benefits of the Project.

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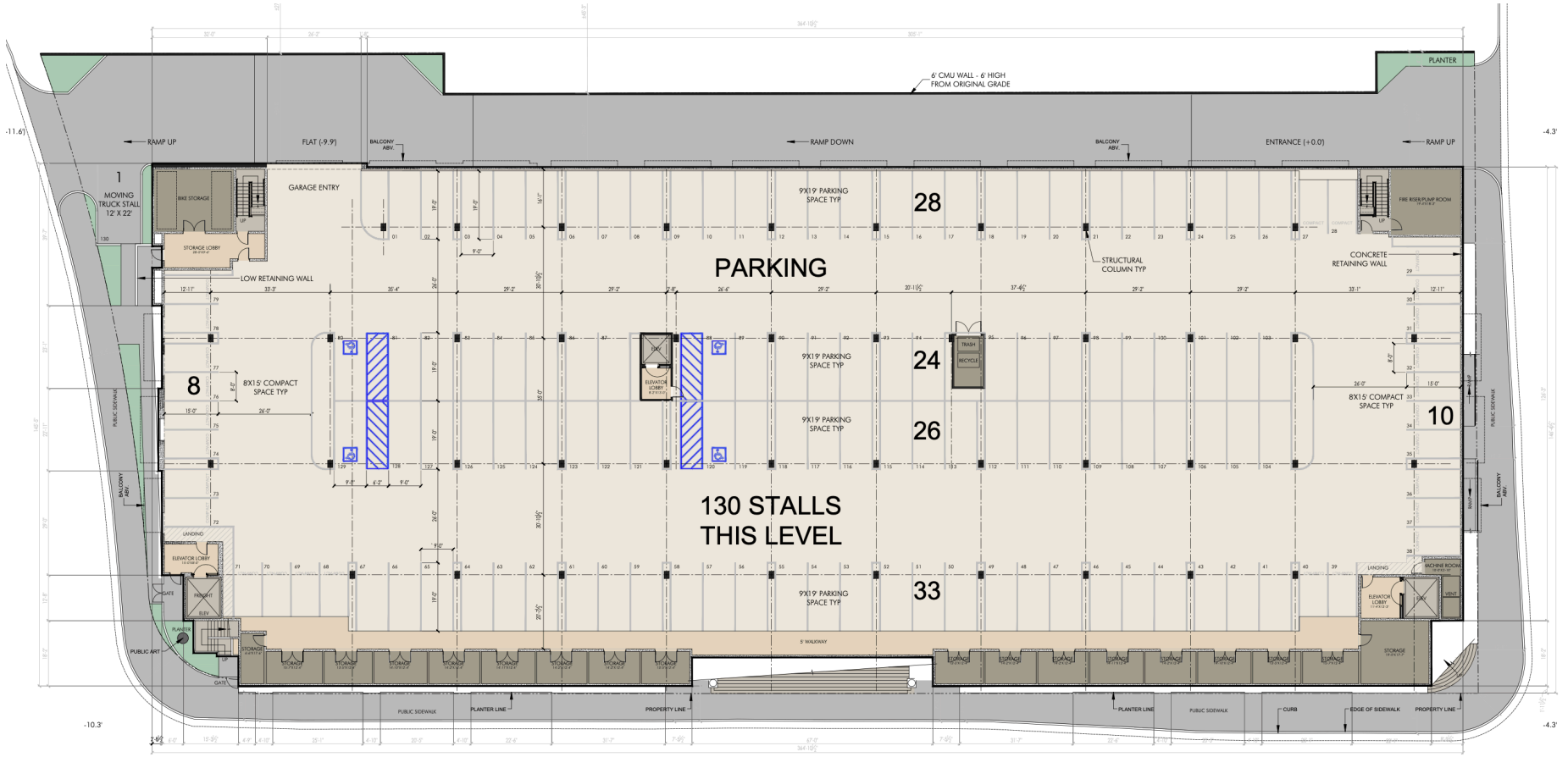
Conceptual Site Plan, Parking Level 1



PARKING:

COVERED STANDARD:	137	PARKING SPACES
COVERED COMPACT:	34	PARKING SPACES
MOVING:	1	PARKING SPACES
PARALLEL:	2	PARKING SPACES
LOADING:	1	PARKING SPACES
MAIL:	1	PARKING SPACE
ACCESSIBLE:	6	PARKING SPACES
TOTAL:	182	PARKING SPACES
RATIO:	1.25:1	RATIO

UNIT COUNT:

UNIT 1	(JR 1 BED):	27 UNITS	(18%)
UNIT 1D	(1 BED/1BA/DEN):	6 UNITS	(4%)
UNIT 2	(1 BED/1BA):	41 UNITS	(28%)
UNIT 2X	(1 BED/1BA):	52 UNITS	(36%)
UNIT 2XD	(1 BED/1BA/DEN):	13 UNITS	(9%)
UNIT 3	(1 BED/1BA):	1 UNITS	(1%)
UNIT 4	(1 BED/1BA/DEN):	6 UNITS	(4%)
TOTAL:		146 UNITS	

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'
UNIT 1D (1 BED/1BA/DEN)	612 SQFT - 23'X32.75'
UNIT 2 (1 BED/1BA)	586 SQFT - 26'X23'
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'
UNIT 2XD (1 BED/1BA/DEN)	768 SQFT - 23'X38.25'
UNIT 3 (1 BED/1BA)	804 SQFT - 29'X29'
UNIT 4 (1 BED/1BA/DEN)	829 SQFT - 23'X38.75'
STAIRS/ELEVATORS	
COMMUNITY ROOM	
CORRIDOR	
MECHANICAL/STORAGE	

	Total Provided	Standard Required (25%)	Remaining	Compact Alowed	Compact Provided
Parking Level 1	130	33	98	24	26
Parking Level 2	52	13	39	10	8
Total Parking	182	46	137	34	34

N

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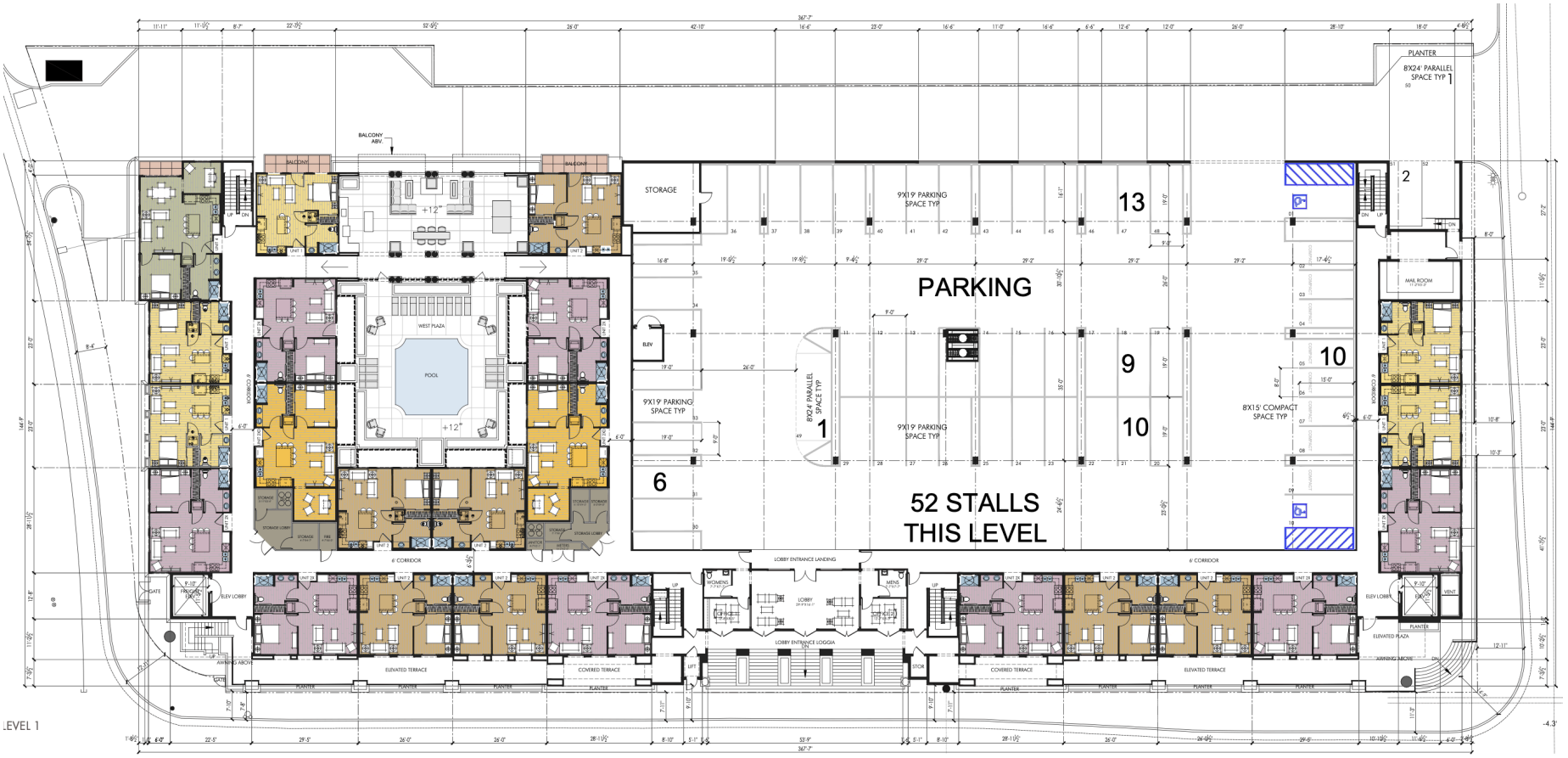
Conceptual Site Plan, Unit Floor 1



PARKING:		
COVERED STANDARD:	137	PARKING SPACES
COVERED COMPACT:	34	PARKING SPACES
MOVING:	1	PARKING SPACES
PARALLEL:	2	PARKING SPACES
LOADING:	1	PARKING SPACES
MAIL:	1	PARKING SPACE
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UNIT 2XD	(1 BED/1BA/DEN):	13 UNITS	(9%)
UNIT 3	(1 BED/1BA):	1 UNITS	(1%)
UNIT 4	(1 BED/1BA/DEN):	6 UNITS	(4%)
TOTAL:		146 UNITS	

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'	UNIT 4 (1 BED/1BA/DEN)	829 SQFT - 23'X38.75'
UNIT 1D (1 BED/1BA/DEN)	612 SQFT - 23'X32.75'	STAIRS/ELEVATORS	
UNIT 2 (1 BED/1BA)	586 SQFT - 26'X23'	COMMUNITY ROOM	
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'	CORRIDOR	
UNIT 2XD (1 BED/1BA/DEN)	768 SQFT - 23'X38.25'	MECHANICAL/STORAGE	
UNIT 3 (1 BED/1BA)	804 SQFT - 29'X29'		

	Total Provided	Standard Required (25%)	Remaining	Compact Alowed	Compact Provided
Parking Level 1	130	33	98	24	26
Parking Level 2	52	13	39	10	8
Total Parking	182	46	137	34	34

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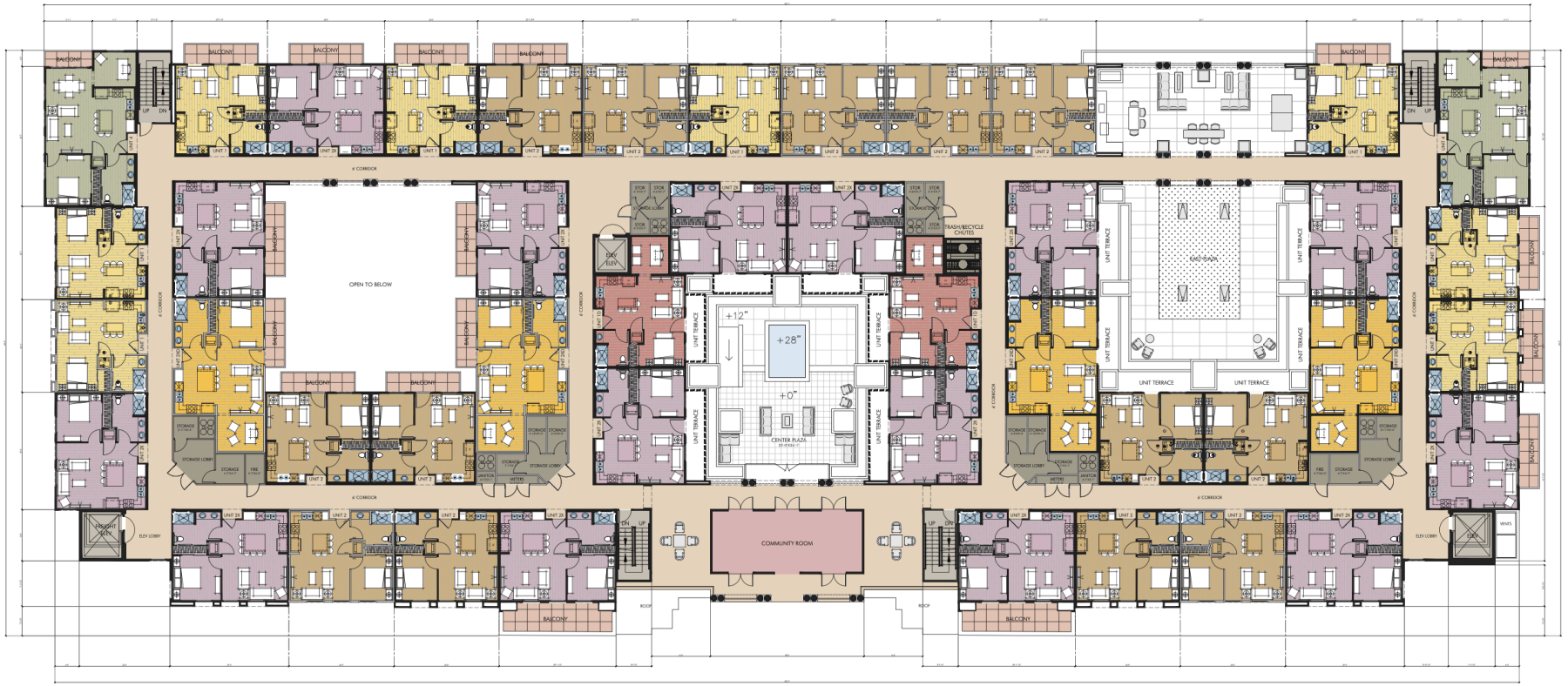
Conceptual Site Plan, Unit Floor 2



PARKING:

COVERED STANDARD:	137	PARKING SPACES
COVERED COMPACT:	34	PARKING SPACES
MOVING:	1	PARKING SPACES
PARALLEL:	2	PARKING SPACES
LOADING:	1	PARKING SPACES
MAIL:	1	PARKING SPACE
ACCESSIBLE:	6	PARKING SPACES
TOTAL:	182	PARKING SPACES
RATIO:	1.25:1	RATIO

UNIT COUNT:

UNIT 1	(JR 1 BED):	27 UNITS	(18%)
UNIT 1D	(1 BED/1BA/DEN):	6 UNITS	(4%)
UNIT 2	(1 BED/1BA):	41 UNITS	(28%)
UNIT 2X	(1 BED/1BA):	52 UNITS	(36%)
UNIT 2XD	(1 BED/1BA/DEN):	13 UNITS	(9%)
UNIT 3	(1 BED/1BA):	1 UNITS	(1%)
UNIT 4	(1 BED/1BA/DEN):	6 UNITS	(4%)
TOTAL:		146 UNITS	

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'
UNIT 1D (1 BED/1BA/DEN)	612 SQFT - 23'X32.75'
UNIT 2 (1 BED/1BA)	586 SQFT - 26'X23'
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'
UNIT 2XD (1 BED/1BA/DEN)	768 SQFT - 23'X38.25'
UNIT 3 (1 BED/1BA)	804 SQFT - 29'X29'
UNIT 4 (1 BED/1BA/DEN)	829 SQFT - 23'X38.75'
STAIRS/ELEVATORS	
COMMUNITY ROOM	
CORRIDOR	
MECHANICAL/STORAGE	

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Conceptual Site Plan, Unit Floor 3



PARKING:

COVERED STANDARD:	137	PARKING SPACES
COVERED COMPACT:	34	PARKING SPACES
MOVING:	1	PARKING SPACES
PARALLEL:	2	PARKING SPACES
LOADING:	1	PARKING SPACES
MAIL:	1	PARKING SPACE
ACCESSIBLE:	6	PARKING SPACES
TOTAL:	182	PARKING SPACES
RATIO:	1.25:1	RATIO

UNIT COUNT:

UNIT 1	(JR 1 BED):	27 UNITS	(18%)
UNIT 1D	(1 BED/1BA/DEN):	6 UNITS	(4%)
UNIT 2	(1 BED/1BA):	41 UNITS	(28%)
UNIT 2X	(1 BED/1BA):	52 UNITS	(36%)
UNIT 2XD	(1 BED/1BA/DEN):	13 UNITS	(9%)
UNIT 3	(1 BED/1BA):	1 UNITS	(1%)
UNIT 4	(1 BED/1BA/DEN):	6 UNITS	(4%)
TOTAL:		146 UNITS	

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'
UNIT 1D (1 BED/1BA/DEN)	612 SQFT - 23'X32.75'
UNIT 2 (1 BED/1BA)	586 SQFT - 26'X23'
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'
UNIT 2XD (1 BED/1BA/DEN)	768 SQFT - 23'X38.25'
UNIT 3 (1 BED/1BA)	804 SQFT - 29'X29'
UNIT 4 (1 BED/1BA/DEN)	829 SQFT - 23'X38.75'
STAIRS/ELEVATORS	
COMMUNITY ROOM	
CORRIDOR	
MECHANICAL/STORAGE	

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Conceptual Site Plan, Unit Floor 4



PARKING:		
COVERED STANDARD:	137	PARKING SPACES
COVERED COMPACT:	34	PARKING SPACES
MOVING:	1	PARKING SPACES
PARALLEL:	2	PARKING SPACES
LOADING:	1	PARKING SPACES
MAIL:	1	PARKING SPACE
ACCESSIBLE:	6	PARKING SPACES
TOTAL:	182	PARKING SPACES
RATIO:	1.25:1	RATIO

UNIT COUNT:			
UNIT 1	(JR 1 BED):	27 UNITS	(18%)
UNIT 1D	(1 BED/1BA/DEN):	6 UNITS	(4%)
UNIT 2	(1 BED/1BA):	41 UNITS	(28%)
UNIT 2X	(1 BED/1BA):	52 UNITS	(36%)
UNIT 2XD	(1 BED/1BA/DEN):	13 UNITS	(9%)
UNIT 3	(1 BED/1BA):	1 UNITS	(1%)
UNIT 4	(1 BED/1BA/DEN):	6 UNITS	(4%)
TOTAL:		146 UNITS	

UNIT 1 (JR 1 BED)	517 SQFT - 23'X23'	UNIT 4 (1 BED/1BA/DEN)	829 SQFT - 23'X38.75'
UNIT 1D (1 BED/1BA/DEN)	612 SQFT - 23'X32.75'	STAIRS/ELEVATORS	
UNIT 2 (1 BED/1BA)	586 SQFT - 26'X23'	COMMUNITY ROOM	
UNIT 2X (1 BED/1BA)	655 SQFT - 29'X23'	CORRIDOR	
UNIT 2XD (1 BED/1BA/DEN)	768 SQFT - 23'X38.25'	MECHANICAL/STORAGE	
UNIT 3 (1 BED/1BA)	804 SQFT - 29'X29'		

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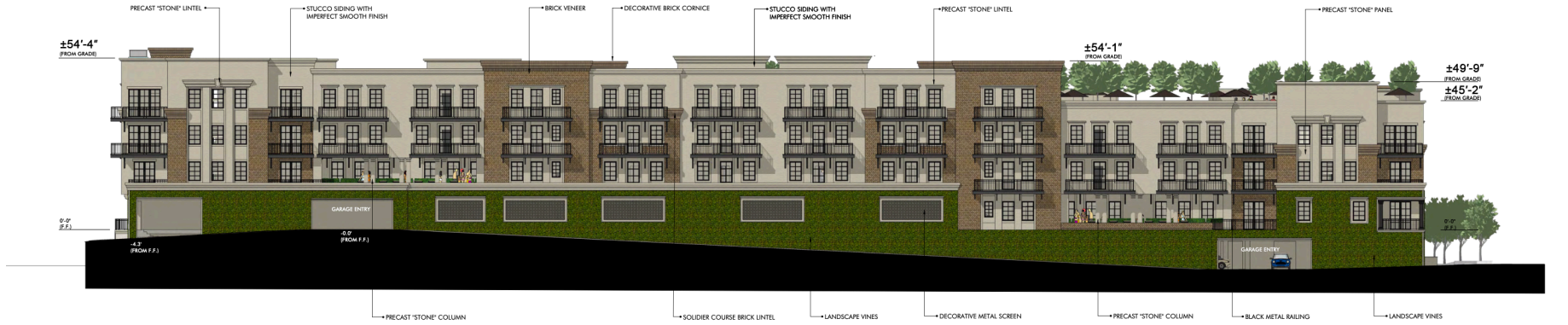
Elevations



FRONT ELEVATION
(FACING W. REDLANDS BLVD)



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4 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT CRITERIA

4.1 Senate Bill 375

The State of California adopted SB 375, the Sustainable Communities and Climate Protection Act of 2008 to outline growth strategies and better integrate regional land use and transportation planning, which will help the State meet its GHG reduction mandates. SB 375 requires that the State's 18 metropolitan planning organizations incorporate a "sustainable communities strategy" with their respective regional transportation plans to achieve their respective region's GHG emissions reduction targets set by CARB. SCAG is the metropolitan planning organization that has jurisdiction over the Project site.

For the SCAG region, pursuant to SB 375, CARB set GHG emissions reduction targets that were updated in 2018 to a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.

On September 3, 2020, SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS): Connect SoCal. The 2020-2045 RTP/SCS outlines strategies that meet or exceed these targets set by CARB. On October 30, 2020, pursuant to California Government Code Section 65080(b)(2)(J)(ii) and via Executive Order G-20-239, CARB accepted SCAG's determination that its 2020-2045 RTP/SCS would, if implemented, achieve CARB's GHG reduction targets. In addition to the GHG reduction targets set by CARB, the 2020-2045 RTP/SCS includes strategies for accommodating projected population, housing, and employment growth in the region. As a Land Use Tool, the 2020-2045 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region where 2020-2045 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, transit priority areas (TPAs), High Quality Transit Areas (HQTAs), Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. These PGAs account for only 4 percent of region's total land area, but implementation of SCAG's growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2016 and 2045.

4.2 Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to transit priority projects (TPPs). A TPP is a project that meets the following four criteria (PRC Section 21155(a) and (b)):

1. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in SCAG's 2020-2045 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a FAR of no less than 0.75;
3. Provides a minimum net density of at least 20 units per acre; and
4. Is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2020-2045 RTP/SCS.

4.2.1 Consistency with Criterion 1: Project uses designation, density, building intensity, and applicable policies specified for the Project Area in SCAG's 2020-2045 RTP/SCS.

Use Designation, Density, and Building Intensity

As discussed above, for the SCAG region, CARB has set GHG emission reduction targets to 19 percent below 2005 per capita emission levels by 2035. The 2020-2045 RTP/SCS outlines strategies that meet or exceed these targets set by CARB and balances Southern California's regional future mobility and housing needs with economic, environmental, and public health goals. On October 3, 2020, CARB accepted SCAG's quantification of GHG emission reductions from the 2020-2045 RTP/SCS and its determination that the 2020-2045 RTP/SCS would, if implemented, achieve the 2035 GHG emission reduction targets established by CARB.

For the reasons stated below, the Project is consistent with the land use designation, density, and building intensity of the 2020-2045 RTP/SCS.

Land Use Designation

The proposed Project would be consistent with the land use patterns promoted by the Connect SoCal Forecasted Regional Development Pattern. The Project site, which is within one-half mile from a planning major transit stop, is in an area that is considered by SCAG as a Priority Growth Area, as it is in a HQTA and inside job centers. Furthermore, the Project would not be located in any absolutely constrained areas such as on agricultural land, open space, or on tribal lands.

The Project proposes to construct a new residential development consisting of multi-family residential units. The Project would also develop two-story parking garage located beneath the proposed residential building. The Project includes 146 multi-family dwelling units and 22,948 square feet (SF) of amenity space consisting of a 12,214 SF Roof Deck and 10,733 SF pool plaza.

Density/Building Intensity

The Project site is located within an urbanized area within the City of Redlands, in the Downtown Redlands area. The Project is an infill residential Project that proposes a residential density of approximately 98.7 du/ac. The 2020-2045 RTP/SCS identifies the HQTAs as appropriate for including high-density development, supporting pedestrian and bike infrastructure, reducing parking requirements, and retaining affordable housing near transit.

The Project site is located within a HQTA, as defined by SCAG, and a Transit Priority Area (TPA), as defined by SB 743, which supports transit opportunities and promotes a walkable environment. The Project site is well served by public transit, including the San Bernardino County Transit Authority's Arrow Line Downtown Station; and the Project's location along a mixed-use corridor and proposed residential uses would encourage the use of transit, walking, and bicycling. Consistent with land within a HQTA, the Project would provide housing on an infill, underutilized site.

The proposed Project promotes pedestrian activity and bicycling activity by providing landscaping along the public right-of-way, outdoor open space, and improved sidewalks. The proposed Project is similar to other developments within a HQTA in other jurisdictions.

Applicable Policies

The Project is consistent with goals and policies presented within SCAG's 2020-2045 RTP/SCS, as shown by the consistency analysis presented in Table 4-1.

Table 4-1. Consistency Analysis with the 2020-2045 RTP/SCS Policies

Goals and Policies	Consistency Assessment
Connect SoCal Goals	
Goal 1: Encourage regional economic prosperity and global competitiveness.	**Not Applicable.** This Goal is directed at SCAG and the City of Redlands and does not apply to the proposed Project. This strategy calls on encouraging regional economic prosperity and global competitiveness. The proposed Project would not interfere with such policymaking.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The Project site is located in an urbanized area within the City of Redlands. The Project proposes to construct a new multi-family residential development. The Project would also develop a two-story parking garage located beneath the proposed residential building. The Project includes 146 multi-family dwelling units and 22,948 square feet (SF) of amenity space consisting of a12,214 roof deck and 10,733 SF pool plaza in a HQTA and TPA. The Project site is

	located less than one-quarter mile from the Arrow Line Station in Downtown Redlands, which is currently under construction. The proposed Project would provide residents and visitors with convenient access to public transit and opportunities for biking and walking. The location of the Project encourages a variety of transportation options and access and is therefore consistent with this Goal.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent.** The Project would improve public safety infrastructure near the Project site by providing new lighting within the Project site and around the perimeter, including new building identification lighting, wayfinding, balcony lighting, and security lighting. Pedestrian areas would include pathways and entryways into the Project would be well lit for security. Pedestrian access to the site would be distinct from vehicle driveways and the Project would not mix pedestrian and automobile traffic to ensure pedestrian safety. The Project would be subject to Site Plan review to ensure vehicle and pedestrian safety throughout the Project.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	**Not Applicable.** This strategy calls on SCAG to increase person and goods movement and travel choices across the transportation system. The proposed Project would not interfere with this goal.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The Project would result in criteria air pollutant and GHG emissions during construction and operation. However, emissions would not exceed the SCAQMD significance thresholds and would be consistent with the City's Climate Action Plan.
Goal 6: Support healthy and equitable communities.	**Consistent.** The Project would be consistent with this Goal by facilitating the use of alternative modes of transportation, which would aid in reducing car trips and positively impact air quality. The Project includes bicycle parking spaces and bicycle storage rooms for the residential uses within the Project. The project would encourage pedestrian travel by locating the Project in an urban area surrounded by a diverse mix of land uses. Additionally, the Project would provide a mix of housing units in order to encourage equitable access to transit.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Not Applicable.** This goal is directed towards SCAG and does not apply to individual development projects. The proposed Project

	would be located in proximity to public transit opportunities.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable.** This Goal is directed towards SCAG and does not apply to the proposed Project. This strategy calls on SCAG to use new transportation technologies and data-driven solutions to increase efficiency. The proposed Project would not interfere with this goal.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** The proposed project would construct 146 apartment units, which would include studios and one-bedrooms. The proposed Project would be within one-quarter mile of the Downtown Redlands Arrow Line Station and within 200 feet of multiple bus line stops.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The proposed Project site is currently developed with a commercial furniture store. As such, the Project site is fully disturbed. Therefore, the Project would not encroach on agricultural lands or protected habitats. As such, the Project would not interfere with this goal.
Connect SoCal Strategies	
Strategy 1: Focus growth near destinations and mobility options.	**Consistent.** The proposed Project site is located in a HQTA, a TPA, neighborhood mobility area, and near job centers, as defined by SCAG. The site is located less than one-quarter mile from the Arrow Line Station in Downtown Redlands, which is slated for completion by 2022. Additionally, there are multiple bus lines within 200 feet from the proposed Project.
Strategy 2: Promote diverse housing choices.	**Consistent.** The proposed Project would develop 146 apartment units which would include studios and one-bedrooms in order to provide smaller housing options in comparison to the typical housing options in the City.
Strategy 3: Leverage technology innovations.	**Not Applicable.** This strategy is directed to SCAG and jurisdictions and does not apply to the proposed Project. This strategy aims to promote low emission technologies, improve access to services through technology, and identify ways to incorporate micro power grids into communities. The proposed Project would not interfere with this strategy.
Strategy 4: Support implementation of sustainability policies.	**Consistent.** The proposed Project would incorporate Green Building Measures, including water efficient landscaping, efficient lighting, low-flush toilets, and energy efficient appliances.
Strategy 5: Promote a Green Region.	**Consistent.** The proposed Project would include open space areas and walkways. Additionally, the development would emphasize sustainability

	features that promote more resource efficient development. The Project site is also located within one-quarter mile from the Arrow Line Station at Downtown Redlands.

4.2.2 Consistency with Criterion 2: Based on total building square footage, the Project contains at least 50 percent residential use, and if the Project contains between 26 and 50 percent nonresidential uses, a floor area of not less than 0.75.

Criterion 2A: Project contains at least 50 percent residential use

Based on the total building square footage, the Project contains at least 50 percent residential use. As discussed above, the Project would include a multi-family residential development. There would be no uses besides residential uses proposed as part of the Project.

Criterion 2B: Project would have a density of at least 20 units per acre.

The Project includes a minimum net density of at least 20 units per acre. The Project site is approximately 1.49 acres. Therefore, the Project would provide up to 146 residential units for a density of approximately 98.7 du/ac. Accordingly, the Project would exceed the required net density of at least 20 du/ac. Therefore, the Project would be consistent with Criterion 2B.

Criterion 2C: The Project is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2020-2045 RTP/SCS.

The Project site is located within one-half mile of either a major transit stop that contains an existing rail station, a ferry terminal served by transit, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak commute periods; or a high-quality transit corridor that has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, as shown on Figure 4-1, *Transit Priority Areas*.

A major transit stop is defined 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 frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods" and is included in the applicable regional transportation plan (PRC Sections 21064.3 and 21155(b)). A high-quality transit corridor is a "corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours" (PRC Section 21155(b)).

The Project site is 0.11-mile south of the Arrow Line Station in Downtown Redlands. The Arrow Line provides a connection to the University of Redlands, ESRI campus, and San Bernardino. While the Arrow Line is still under construction, the station would be complete prior to buildout of the proposed Project. As such, the Project is located within 0.5-mile of a major transit stop and would be consistent with Criterion 2C.

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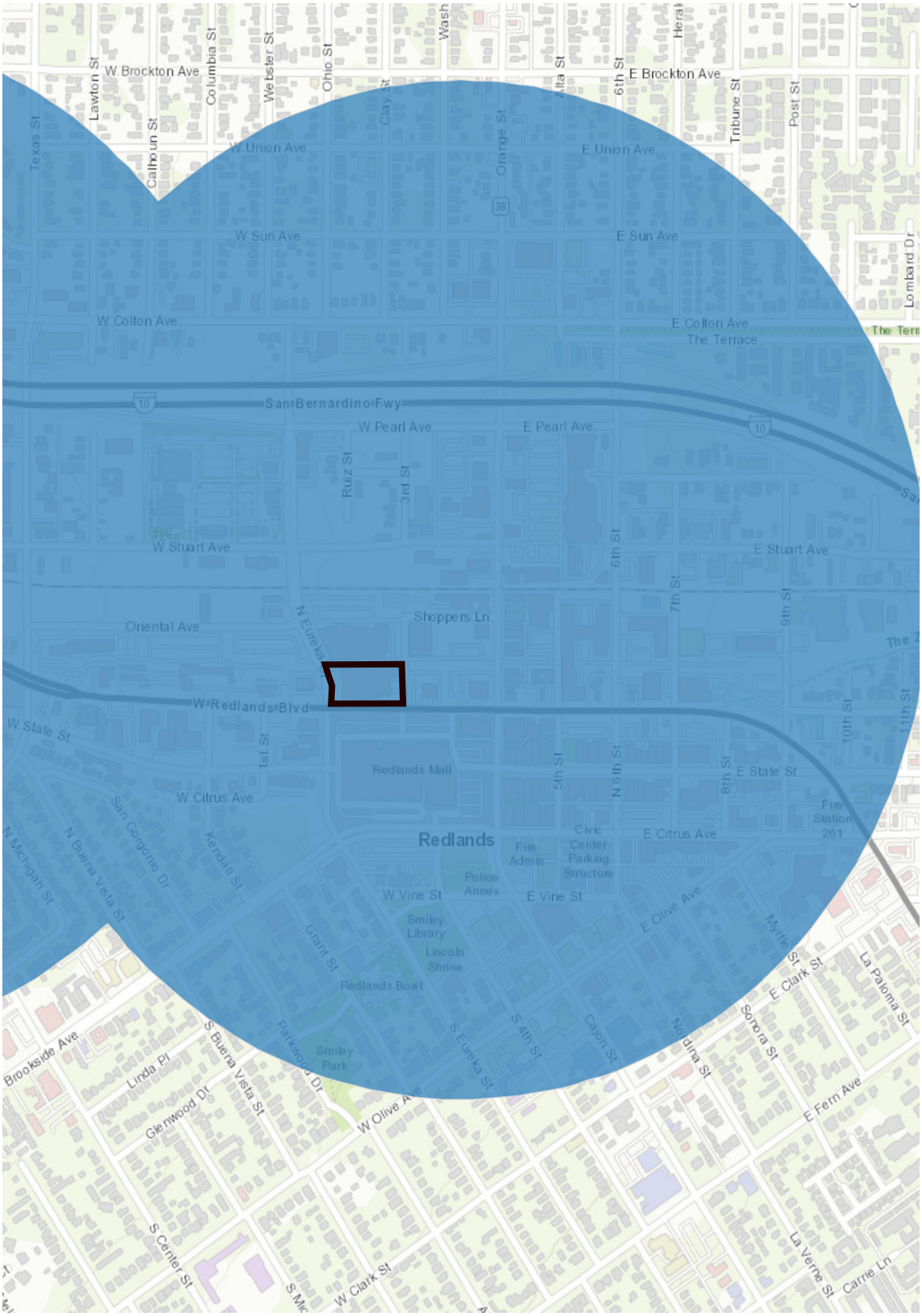
Transit Priority Areas



The Grand Residential
City of Redlands

Figure 4-1

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5 INCORPORATION OF 2020-2045 RTP/SCS PROGRAM EIR MITIGATION MEASURES

5.1 Incorporation of Feasible Mitigation Measures, Performance Standards, and Criteria from Prior Applicable EIRs

Public Resources Code (PRC) Sections 21155.2 and 21159.28(a) require that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, which for the Project would include the 2020-2045 RTP/SCS Program Environmental Impact Report for Southern California Association of Governments, which was certified May 7, 2020 (RTP/SCS PEIR). It is the intent of SCAG that lead agencies and others use the information contained within the PEIR in order to "tier" subsequent environmental documentation of projects in the region.

The Mitigation Monitoring and Reporting Program for the RTP/SCS PEIR (SCAG MMRP) does not include project level mitigation measures that are required to be incorporated into the Project. However, the SCAG MMRP does provide a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has concluded that a project has the potential to result in significant effects. The City has complied with PRC Section 21155.2 and 21159.28.

The RTP/SCS PEIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed RTP/SCS. The RTP/SCS PEIR includes mitigation measures designed to help avoid or minimize significant environmental impacts. The RTP/SCS PEIR serves as a first-tier document for later CEQA review of individual projects included in the program.

The City has reviewed all mitigation measures contained in the RTP/SCS PEIR (and determined their applicability) to the Project. For each such mitigation measure, the City considered whether to use the RTP/SCS PEIR mitigation measure or an equally effective City mitigation measure or federal, State, regional, or City regulation. The City's applicability determination is found in Table 5-1, Project Consistency with 2020-2045 RTP/SCS Mitigation Measures. As indicated in Table 5-1, the City has incorporated an equally or more effective Project-specific mitigation measure or federal, State, regional, or City regulation, or has for other reasons determined that incorporation of the SCAG 2020 RTP/SCS MMRP mitigations measures is not required.

Table 5-1. Project Consistency with 2020-2045 RTP/SCS PEIR Mitigation Measures

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
Aesthetics		
Impact AES-1: Potential for the Project to have a substantial adverse effect on a scenic vista. **Impact AES-2:** Potential to substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	**PMM AES-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. e) Retain or replace trees bordering highways, so that clear-cutting is not evident. f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity; h) Use see-through safety barrier designs (e.g. railings rather than walls)	No mitigation is required. PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site or within a transit priority area shall not be considered significant impacts on the environment." As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Further provisions of SB 743 provide that this legislation "does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies" (PRC Section 21099(d)(2)(A)), and that "aesthetic impacts do not include impacts on historical or cultural resources" (Section 21099(d)(2)(B)).
Impact AES-3: Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the Project conflict with applicable zoning and	**PMM AES-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds,	No mitigation is required. PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site or within a transit priority area shall not be considered significant impacts on the environment." As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
other regulations governing scenic quality.	and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. d) Design projects consistent with design guidelines of applicable general plans. e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: • use transparent panels to preserve views where sound walls would block views from residences; • use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; • construct sound walls of materials whose color and texture complements the surrounding landscape and development; g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.	Further provisions of SB 743 provide that this legislation "does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies" (PRC Section 21099(d)(2)(A)), and that "aesthetic impacts do not include impacts on historical or cultural resources" (Section 21099(d)(2)(B)).
Impact AES-4: Create a new source of substantial light or glare which would adversely effect day or nighttime views in the area.	**PMM AES-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.	No mitigation is required. PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site or within a transit priority area shall not be considered significant impacts on the environment." As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. c) Use high-pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	The proposed Project would be subject to City of Redlands General Plan Action 2-A.35 that requires shielding of light to minimize lighting of adjacent off-site areas and generation of glare.
Agricultural Resources		
Impact AG-1: Potential for the Project to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.	**PMM AG-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries. d) Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.	No mitigation is required. The Project site is currently fully developed and is located in an urbanized setting. There is no farmland or agricultural activity on the Project site or in the vicinity of the Project.

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	f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.	
Impact AG-2: Potential for the Project to conflict with existing zoning for agricultural use, or a Williamson Act Contract.	**PMM AG-2:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.	No mitigation is required. The Project site is not currently zoned for agricultural production, the site is fully developed with commercial uses, there is no farmland onsite, and there are no Williamson Act Contracts in effect for the Project site.
Impact AG-3: Potential for the Project to 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)). **Impact AG-4:** Potential for the Project to result in the loss of forest land or conversion of forest land to non-forest use.	**PMM AG-3:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources	No mitigation is required. The Project site is currently fully developed and is located in an urbanized setting. Therefore, no forest land will be lost or converted to non-forest uses.
Impact AG-5: Potential for the Project to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to	See **PMM AG-2** and **PMM GHG-2.** **PMM AG-4:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent	No mitigation is required. The Project site is fully developed with urban uses and is not used for any agricultural uses or forest land. Additionally, the Project site is in an urbanized area and there are no agricultural or forest uses within the

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non-agricultural use or conversion of forest land to non-forest use.	practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted. **PMM AG-5:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.	Project vicinity. Therefore, no agricultural or forest land will be converted with implementation of the Project.
Air Quality		
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan.	No mitigation is required.	No mitigation is required.
Impact AQ-2: Potential to violate any air quality standard or	**PMM-AQ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can	The Project's impacts with respect to air quality standards are less than significant. Pursuant to CEQA Guidelines Section

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contribute substantially to an existing or projected air quality violation. **Impact AQ-3:** 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. **Impact AQ-4:** Expose sensitive receptors to substantial pollutant concentrations.	and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18- Dust Palliative shall be incorporated into project specifications. j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. Daily logging of the operating hours of the equipment should also be required. k) Ensure that all construction equipment is properly tuned and maintained. l) Minimize idling time to 5 minutes or beyond regulatory requirements —saves fuel and reduces emissions. m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.	15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM AQ-1 and environmental impacts from the proposed Project. However, the Project would nevertheless substantially conform to this mitigation measure as set forth in the 2020-2045 RTP/SCS, as it consists of existing regulatory compliance measures set by CARB and the South Coast Air Quality Management District (SCAQMD). • CARB Anti-Idling Air Toxics Control Measure: This measure, codified in Title 13 California Code of Regulations (CCR) Section 2485, applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time, with certain exception for vehicles where idling is a necessary performance activity such as for concrete trucks. • SCAQMD Rule 401 – Visible Emissions: This rule states that 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 one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view. • SCAQMD Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. • SCAQMD Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM10 emissions to less than 50 micrograms per

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	o) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site. q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible. r. Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available .low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. s. Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects. t. Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships	cubic meter (µg/m3) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Dust control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. • SCAQMD Rule 1113 – Architectural Coatings: This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories. • SCAQMD Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also SCAQMD Rule 403). • The Project will comply with South Coast Air Quality Management District Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, which sets requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. • The Project will install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138. • In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines will meet specified fuel and fuel additive requirements and emission standards.

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	(EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs. u. Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). v. As applicable for airport projects, the following measures should be considered: – Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. – Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. – Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum. w. As applicable for port projects, the following measures should be considered: – Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). – Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. – Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. – Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. – Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. – Encourage the participation in the Green Ship Incentives. – Offer incentives to encourage the use of on-dock rail.	• Nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review. With implementation of CARB and SCAQMD rules, the Project would minimize construction emissions and would therefore be substantially in conformance with SCAG PMM AIR-1.

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	x. As applicable for rail projects, the following measures should be considered: – Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. y. Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit. z. Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. – Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. – Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. – Disclose the potential increase in energy costs for running the HVAC system to prospective residents. – Provide information to residents on where MERV filters can be purchased. – Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. – Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time. – Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. – Set criteria for assessing progress in installing and replacing the enhanced filtration units; and – Develop a process for evaluating the effectiveness of the enhanced filtration units.	

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	aa. Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. bb. The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible: – Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. – Nonroad diesel engines on site shall be Tier 2 or higher. – Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp. – Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer. – Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less. – The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification	

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	number/level, and installation date and hour-meter reading on installation date. – The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. – The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes: i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: 1. Source of supply 2. Quantity of fuel 3. Quantity of fuel, including sulfur content (percent by weight) cc. Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency: – Install programmable thermostat timers – Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24). – Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.) – Install higher efficacy public street and area lighting – Limit outdoor lighting requirements – Replace traffic lights with LED traffic lights – Establish onsite renewable or carbon neutral energy systems – generic, solar power and wind power	

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	− Utilize a combined heat and power system − Establish methane recovery in Landfills and Wastewater Treatment Plants. − Locate project near bike path/bike lane − Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers. − Provide traffic calming measures, such as: i. Marked crosswalks ii. Count-down signal timers iii. Curb extensions iv. Speed tables v. Raised crosswalks vi. Raised intersections vii. Median islands viii. Tight corner radii ix. Roundabouts or mini-circles x. On-street parking xi. Chicanes/chokers − Create urban non-motorized zones − Provide bike parking in non-residential and multi-unit residential projects − Dedicate land for bike trails − Limit parking supply through: i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking	

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	− Require residential area parking permit. − Provide ride-sharing programs i. Designate a certain percentage of parking spacing for ride sharing vehicles ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles iii. Providing a web site or messaging board for coordinating rides iv. Permanent transportation management association membership and finding requirement.	
Impact AQ-5: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	No mitigation is required.	No mitigation is required.
Biological Resources		
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modification, 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 Game or US Fish and Wildlife Service.	**PMM BIO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts iii. Use of in-kind mitigation bank credits	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM BIO-1 and environmental impacts from the proposed Project. No mitigation is required as Project impacts would be less than significant. The site does not contain any candidate, sensitive, or special status species or any native habitat. However, the Project would be substantially in conformance with this mitigation measure for the following reasons: The Project site is an infill site located in an urban area that is fully disturbed and fully developed. The Project site does not contain any critical habitat or support any species identified or designated 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS). This mitigation measure is not incorporated because the City has determined that the existing regulatory compliance measures listed below would apply to the Project and ensure potential impacts are less than significant. Applicable regulations:

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	iv. Funding of research and recovery efforts
	v. Habitat restoration
	vi. Establishment of conservation easements
	vii. Permanent dedication of in-kind habitat
	c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.
	d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or non-native habitat wherever feasible, so as to avoid or minimize impacts to these species
	e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.
	f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.
	g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.
	h) Appoint a qualified biologist to monitor implementation of mitigation measures.
	i) Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.
	j) Develop an invasive species control plan associated with project construction
	k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife
	l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.
	m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction
		• Federal Endangered Species Act
		• Migratory Bird Treaty Act
		• California Endangered Species Act
		• California Native Plant Protection Act
		• California Desert Native Plants Act
		• Lists from the CDFW:
		  ○ Species of Special Concern
		  ○ Fully Protected Animals Lists
		  ○ Special Vascular Plants, Bryophytes and Lichens List
		  ○ California Sensitive Natural Communities
		  ○ Inventory of Rare and Endangered Plants by the California Native Plant Society

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	surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel. n. Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings. o. Project sponsors shall consider the impacts of nitrogen deposition on sensitive species.	
Impact BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.	**PMM BIO-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA. b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code. d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds. e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season. f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM BIO-2 and environmental impacts from the proposed Project. No mitigation measures are required. The Project is located in a developed, urban area. The Project site is fully developed with commercial uses. This mitigation measure is not incorporated because the Project site does not contain any wetlands, riparian habitats, sensitive natural community or critical habitat, or support any species identified or designated as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or the U.S. Fish and Wildlife Service. No impacts related to this issue would occur.

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	Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors. h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required. i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures. k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan. n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist. p) Revegetate with appropriate native vegetation following the completion of construction activities. as identified by the qualified wetland biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).	

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	r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.	
Impact BIO-3: 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.	**PMM BIO-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands. Such measures may include the following or other comparable measures identified by the Lead Agency. a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible. b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation: • Permittee-responsible mitigation • Contribution of in-kind in-lieu fees	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM BIO-3 and environmental impacts from the proposed Project. No mitigation measures are required. The Project site is fully developed with commercial uses and is not located on federally or state protected wetlands or water features.

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	• Use of in-kind mitigation bank credits • Where avoidance is determined to be infeasible and d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities: • Avoidance • Impact Minimization • On-site alternatives • Off-site alternatives e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.	
Impact BIO-4: 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.	See **PMM BIO-1** through **PMM BIO-3.** **PMM BIO-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting furbearing mammals, during the breeding season. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.	Sections PMM BIO-4 d through f are applicable to the proposed Project and would be incorporated through Project specific MM BIO-1. The Project site is developed with commercial uses and fully disturbed and is in an urbanized area in the City of Redlands. No wildlife corridors or native wildlife nursery sites are present on the Project site or in the surrounding area. Further, due to the urbanized nature of the Project area, the potential for native resident or migratory wildlife species movement through the site is extremely limited. Nonetheless, areas along Eureka Street, Third Street, and Redlands Boulevard contain multiple ornamental trees that could support raptor and/or songbird nests. Migratory nongame native bird species are protected under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). California Fish and Wildlife Code Sections 3503, 3503.5, and 3513 prohibit take of all birds and their active nests (as listed under the Federal MBTA). The removal of vegetation with nesting birds during the breeding season is considered a potentially significant impact. The Applicant will be required to ensure compliance with all applicable laws and regulations to ensure that no significant

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	e) Prohibit construction activities with 250 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors. h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor. j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities. n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation	impacts to nesting birds would occur due to the removal of the existing trees located on the Project site. As included in Project-specific MM BIO-1, construction plans and Project specifications shall state that if construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project are and adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist. Therefore, with adherence to existing regulations and incorporation of Project-specific MM BIO-1, impacts would be less than significant.

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	measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable: • Wildlife movement buffer zones • Corridor realignment • Appropriately spaced breaks in center barriers • Stream rerouting • Culverts • Creation of artificial movement corridors such as freeway under- or overpasses • Other comparable measures p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions. q. Incorporate applicable and appropriate guidance (e.g. FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants. r. Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats. s. Reduce lighting impacts on sensitive species through implementation of mitigation measures such as, but not limited to: – Use high pressure sodium and/or cut-off fixtures instead of typical mercury vapor fixtures for outdoor lighting. – Design exterior lighting to confine illumination to the project site – Provide structural and/or vegetative screening from light-sensitive uses. – Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. – Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. t. Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to:	

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	− Install temporary noise barriers during construction. − Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. − Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. − Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. − Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where repavement is planned − Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. − Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. u. Require large buffers between sensitive uses and freeways. v. Create corridor redundancy to help retain functional connectivity and resilience.	
Impact BIO-5: Conflict with any local policies or ordinances protecting biological resources,	See **PMM BIO-1** through **PMM BIO-4.** **PMM BIO-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM BIO-1 through PMM BIO-5 and environmental impacts from the proposed Project. Mitigation is not required because Project

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such as a tree preservation policy or ordinance.	ordinances protecting biological resources. Such measures may include the following or other comparable measures identified by the Lead Agency. a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree. f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.	impacts would be less than significant with the implementation of regulatory compliance measures. Nevertheless, the Project would be in substantial conformance with these mitigation measures for the reasons stated below. Chapter 12.52 of the City of Redlands's Municipal Code regulates trees and tree protection along streets and in public places. As part of the Project, existing trees around the perimeter of the Project site and throughout the existing parking lot areas of the Project site would be removed and replaced with a variety of trees and ornamental landscaping. Any trees removed from the Project site, would be subject to applicable regulatory compliance measures. Any tree removals within the public right-of-way would require permit approval from the City's Public Works Director. With adherence to Municipal Code Chapter 12.52, impacts would be less than significant.

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	g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist. h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include: • Avoidance strategies • Contribution of in-lieu fees • Planting of replacement trees • Re-landscaping areas with native vegetation post-construction • Other comparable measures developed in consultation with local agency and certified arborist.	
Impact BIO-6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	See **PMM BIO-1** through **PMM BIO-5.** **PMM BIO-6:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to	Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM BIO-1 through PMM BIO-6 and environmental impacts from the proposed Project. No mitigation measures are required. The Project site is not located in or subject to provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

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	Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable.	
Cultural Resources		
Impact CULT-1: Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.	**PMM CULT-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified. b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: • Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.	The Project would be substantially in conformance with SCAG PMM CULT-1 a through l, as provided below. In its existing setting, the Project site is fully developed with a commercial furniture store. A records search for the Project site was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) that included California Points of Historical Interest (PHI), California Historical Landmarks (CHL), the California Register of Historic Resources, the National Register of Historic Places, the California State Historic Resources Inventory (HRI), and historic topographic maps. The records search revealed that 21 cultural resources have been recorded within one mile of the Project site. One historic-era cultural resource, a portion of the historic Redlands Chinatown, is potentially located subsurface within the Project site. As described previously, the Project site has been previously disturbed from various past uses that involve grading, installation of utility infrastructure, and building construction. However, due to the potential presence of the subsurface remains of the historic Redlands Chinatown, the potential for archaeological resources onsite is considered low to moderate. However, Mitigation Measure CUL-1 has been included to require an Archaeological Testing and Data Recovery Program to ensure the Project would not result in significant impacts to potential subsurface archaeological resources. Mitigation Measure CUL-1 requires retention of an archaeologist that would prepare an Archaeological Testing and Data Recovery Program to be implemented after existing structure are demolished and prior to Project-related ground disturbance. Following development of the Archaeological

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	• Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval. e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency. f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified. g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information. h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the records indicate that no previous survey has been conducted, the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.	Testing and Data Recovery Plan, archaeological testing will occur ahead of Project-related ground disturbance to identify the presence, or lack, of archaeological resources within the Project area. Should any potentially significant archaeological deposits be identified during testing efforts, an archaeological data recovery program will be implemented. Additionally, Mitigation Measure CUL-2 requires archaeological monitoring during initial grading and ground disturbance. With implementation of Mitigation Measure CUL-1 and Mitigation Measure CUL-2, impacts related to archaeological resources would be less than significant.

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	i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Archaeological materials collected from a significant resource should be curated with a recognized scientific or educational repository j) If a record search or archaeological assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, retain an archaeological monitor to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated. l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant. If the archaeologist determines that the discovery is significant, it should be curated with a recognized scientific or educational repository.	
Impact CULT-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	See **PMM CULT-1.**	

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Impact CULT-3: Disturb human remains, including those interred outside of dedicated cemeteries.	**PMM CULT-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains. Such measures may include the following or other comparable measures identified by the Lead Agency: a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. b) If any discovered remains are of Native American origin: • Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains • If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.	The Project substantially complies with this mitigation measure. If human remains are encountered during construction, State Health and Safety Code Section 7050.5, included as PPP CUL-1, states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to PRC Section 5097.98. If the county coroner concludes that the remains are of Native American descent, the Native American Heritage Commission must be notified within 24 hours, and NAHC guidelines would be adhered to in the treatment and handling of the remains. With regulatory compliance, included as PPP CUL-1, any potential significant impacts of the Project related to this threshold would be less than significant.
Energy		
Impact ENR-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	No mitigation is required.	No mitigation is required.
Impact ENR-2: Conflict with or obstruct a state or local plan for	No mitigation is required.	No mitigation is required.

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renewable energy or energy efficiency.		
Geology and Soils		
Impact GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides.	No mitigation is required.	No mitigation is required.
Impact GEO-2: Result in substantial soil erosion or the loss of topsoil	**PMM-GEO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list	The Project would result in less than significant impacts as a result of compliance with regulatory requirements, but nonetheless substantially conforms with this mitigation measure. The Project would require approval of a SWPPP to minimize soils erosion from stormwater during construction. Additionally, the Project would require a Water Quality Management Plan in order to reduce soil erosion from stormwater during Project operation. With implementation of the SWPP and Water Quality Management Plan, impacts related to soil erosion or loss of topsoil would be less than significant.

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	of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	
Impact 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.	No mitigation is required.	No mitigation is required.
Impact GEO-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	No mitigation is required.	No mitigation is required.
Impact 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.	No mitigation is required.	No mitigation is required.
Impact GEO-6: Directly or indirectly destroy a unique	**PMM-GEO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects	The Project substantially conforms to PMM-GEO 1 measures 1 through h. A Paleontological Resources Report was prepared for the Project by MCC in May 2022 which includes review of

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paleontological resource or site or unique geologic feature.	related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. b) Obtain review by a qualified paleontologist (e.g., who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface. c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources. d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible: 1) All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2) A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.	the Project's potential for sensitivity of encountering paleontological resources. The Paleontological Resources Report describes that Project excavation has the potential to impact paleontologically sensitive older Quaternary sediments. As such, the Project will incorporate Project-specific Mitigation Measure PAL-1, which requires preparation of a Paleontological Resource Mitigation Program (PRMP) and paleontological monitoring for ground disturbing activities occurring past five feet in depth within native soil, as determined by the Project paleontologist. With implementation of MM PAL-1, impacts related to this threshold would be less than significant.

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	3) Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 4) Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas. e) Avoid routes and project designs that would permanently alter unique geological features. f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education. g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.	
Greenhouse Gases		
Impact GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	**PMM-GHG-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:	Mitigation is not required because Project impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure as discussed below. The Project would incorporate energy efficiency measures of Title 24 of the California Building Code. Additionally, the Project would provide a residential building within one-quarter mile from the Arrow Line and provide pedestrian

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	i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment. v. Use high-efficiency lighting and cooking devices. vi. Incorporate passive solar design. vii. Use high-reflectivity building materials and multiple glazing. viii. Prohibit gas-powered landscape maintenance equipment. ix. Install electric vehicle charging stations. x. Reduce wood burning stoves or fireplaces. xi. Provide bike lanes accessibility and parking at residential developments. b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: i. Use energy and fuel-efficient vehicles and equipment; ii. Deployment of zero- and/or near zero emission technologies; iii. Use lighting systems that are energy efficient, such as LED technology; iv. Use the minimum feasible amount of GHG-emitting construction materials;	paseos to promote walkability, which would reduce VMT and greenhouse gas emissions.

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	v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii. Incorporate design measures to reduce water consumption; ix. Use lighter-colored pavement where feasible; x. Recycle construction debris to maximum extent feasible; xi. Plant shade trees in or near construction projects where feasible; and xii. Solicit bids that include concepts listed above. e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following: i. Promote transit-active transportation coordinated strategies; ii. Increase bicycle carrying capacity on transit and rail vehicles; iii. Improve or increase access to transit; iv. Increase access to common goods and services, such as groceries, schools, and day care; v. Incorporate affordable housing into the project; vi. Incorporate the neighborhood electric vehicle network; vii. Orient the project toward transit, bicycle and pedestrian facilities; viii. Improve pedestrian or bicycle networks, or transit service; ix. Provide traffic calming measures; x. Provide bicycle parking; xi. Limit or eliminate park supply through: i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements	

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	iii. Provision of shared parking. xii. Unbundle parking costs; xiii. Provide parking cash-out programs; xiv. Implement or provide access to commute reduction program; f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv. Provide incentives or subsidies that increase that use of modes other than single occupancy vehicle; v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi. Provide employee transportation coordinators at employment sites; vii. Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit;	

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	iii. Retaining on-site mature trees and vegetation, and planting new canopy trees; iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. k. Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible. l. Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. m. Encourage telecommuting and alternative work schedules, such as: i. Staggered starting times ii. Flexible schedules iii. Compressed work weeks n. Implement commute trip reduction marketing, such as: i. New employee orientation of trip reduction and alternative mode options ii. Event promotions iii. Publications o. Implement preferential parking permit program p. Implement school pool and bus programs q. Price workplace parking, such as: i. Explicitly charging for parking for its employees; ii. Implementing above market rate pricing;	

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	iii. Validating parking only for invited guests; iv. Not providing employee parking and transportation allowances; and v. Educating employees about available alternatives.	
Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	See **PMM GHG-1.**	
Hazards and Hazardous Materials		
Impact HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	**PMM HAZ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate. c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:	The Project's impacts with respect to hazardous materials are less than significant. Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM HAZ-1 and environmental impacts from the proposed Project. However, the Project would nevertheless substantially conform to this mitigation measure as set forth in the 2020-2045 RTP/SCS. Like the majority of construction projects, construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings, cleaning materials, fuels and oils. However, all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, construction work would be performed in compliance with applicable federal Occupational Safety and Health Administration (OSHA) Safety and Health Standards and CalOSHA requirements to ensure the safety of construction workers. As the existing onsite buildings were constructed prior to the 1978 federal regulations banning the use of lead-based paints (LBPs). Therefore, there is potential for the presence of LBPs in the onsite buildings. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to CalOSHA regulations. All construction activities would occur in adherence with these regulations guiding such activities to minimize any upset or accident release of hazardous materials into the environment. With regulatory compliance, the risk related to any existing

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	• The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. • The location of such hazardous materials. • An emergency response plan including employee training information. • A plan that describes the way these materials are handled, transported and disposed. d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction. e) Avoid overtopping construction equipment fuel gas tanks. f) Properly contain and remove grease and oils during routine maintenance of construction equipment. g) Properly dispose of discarded containers of fuels and other chemicals. h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible. i) Identify and implement more stringent tank car safety standards. j) Improve rail transportation route analysis, and modification of routes based on that analysis. k) Use the best available inspection equipment and protocols and implement positive train control. l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size. m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident. o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.	LBPs at the Project Site would be reduced to acceptable levels, and the Project would result in no impact with regard to LBPs. As the onsite structures were built before the 1978 federal regulations banning the use of asbestos containing building materials (ACBMs) were enacted, there is a potential for the presence of ACBMs in the onsite buildings. The EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) requires that an asbestos survey adhering to Asbestos Hazard Emergency Response Act (AHERA) sampling protocol be performed prior to demolition or renovation activities that may disturb ACMs. This requirement may be enforced by the local air pollution control or air quality management district and specifies that all suspect asbestos-containing materials (ACMs) be sampled to determine the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or residential occupants. With regulatory compliance, the risk related to any existing ACBMs at the Project Site would be reduced to acceptable levels, and the Project would result in no impact with regard to ACBMs. Operation of the Project's residential uses would involve the use and storage of small quantities of potentially hazardous materials in the form of typical cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. Therefore, with compliance with applicable regulations, the Project's potential impacts would be less than significant.

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	p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. q) Undertake annual emergency responses scenario/field-based training including Emergency Operations Center Training activations with local emergency response agencies.	
Impact HAZ-2: 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.	See **PMM HAZ-1.** **PMM HAZ-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; b) More stringent tank car safety standards; c) Improved rail transportation route analysis, and modification of routes based on that analysis; d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control; e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments; g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident; h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.	The Project's impacts with respect to hazardous materials are less than significant. Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM HAZ-2 and environmental impacts from the proposed Project. However, the Project would nevertheless substantially conform to this mitigation measure as set forth in the 2020-2045 RTP/SCS. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typical of construction projects. However, all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, all construction work would be performed consistent with applicable federal Occupational Safety and Health Administration (OSHA) Safety and Health Standards and CalOSHA requirements to ensure the safety and well-being of construction workers. As the majority of the onsite structures were built before the 1978 federal regulations banning the use of asbestos containing building materials (ACBMs) were enacted, there is a potential for the presence of ACBMs in the onsite buildings. If ACBMs are found to be present, they would be abated in compliance with the SCAQMD Rule 1403 and other applicable State and federal rules and regulations. With regulatory compliance, the risk related to any existing ACBMs at the Project site would be reduced to acceptable levels, and the Project would result in no impact with regard to ACBMs. As the existing onsite buildings were constructed prior to the 1978 federal regulations banning the use of lead-based paints (LBPs). Therefore, there is potential for the presence of LBPs in the onsite buildings. Should lead-based paint materials be identified, standard handling and disposal practices shall

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		be implemented pursuant to CalOSHA regulations. With regulatory compliance, the risk related to any existing LBPs at the Project site would be reduced to acceptable levels, and the Project would result in no impact with regard to LBPs. The City has determined that, with compliance with applicable regulations, the Project's potential impacts would be less than significant.
Impact 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	See **PMM HAZ-1** and **PMM HAZ-2.** **PMM HAZ-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials	Mitigation is not required because Project impacts would be less than significant as the Project site is not within a quarter mile of a school. Nevertheless, the Project substantially conforms with this mitigation measure. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction. The types of potentially hazardous substances and materials that would be used in association with the operation of the Project would include those typical of residential developments, such as small quantities of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. However, all such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. With compliance to applicable laws, regulations, and manufacturers' instructions, construction of the Project would not create a significant risk of exposure to hazardous materials for schools.
Impact HAZ-4: 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 it create a significant hazard to the public or the environment.	**PMM HAZ-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known	The Project's impacts with respect to hazardous materials are less than significant. Pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between PMM HAZ-4 and environmental impacts from the proposed Project. However, the Project would nevertheless substantially conform to this mitigation measure as set forth in the 2020-2045 RTP/SCS. According to the California Department of Toxic Substances Control (DTSC) EnviroStor database, the Project site is not

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	databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures	located on a federal Superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site (DTSC 2022). Additionally, according to the State Water Resource Control Board's Geotracker database, the Project site is not located on a Leaking UST Cleanup Site, Cleanup Program Site, Military Cleanup Site, Military Privatized Site, or Military UST site (SWRCB 2022). Therefore, the proposed Project would result in less than significant impacts related to a known hazardous materials site pursuant to Government Code Section 65965.5 and would not create a significant hazard to the public or the environment.

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	have been implemented consistent with the guidance of the appropriate regulatory oversight authority. i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies. j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations. n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law. o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified	

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	Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	
Impact 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	See **PMM NOISE-1.**	No mitigation is required. There are no private or public airstrips within the vicinity of the Project area. The closest airport is the Redlands Municipal Airport, at 1755 Sessums Drive, Redlands, CA, which is approximately 2.45 miles from the Project site. As such, the Project is not within the airport's land use plan, noise contours, or influence area, and the Project would not result in an airport-related safety hazard for people residing or working in the Project area.
Impact HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	**PMM HAZ-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.	Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation including proper emergency exits for visitors, employees, and residents. Project site access and circulation plans would be subject to review and approval by the Redlands Fire Department (RFD). Furthermore, the Project would comply with City of Redlands General Plan Policy 5-A.15, which requires two means of ingress/egress into new residential communities. In addition, the City of Redlands has completed this Hazard Mitigation Plan in accordance with 44 Code of Federal Regulations (44 CFR Parts 201 and 206). The Project would not interfere with the City's Hazard Mitigation Plan.
Impact HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of	See Wildfire, Impact WF-2.	No mitigation measures are required. The Project site is located in a fully urbanized area and is not within a High Fire Hazard Severity Zone and is not near a wildland fire hazard.

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loss, injury or death involving wildland fires.		
Hydrology and Water Quality		
Impact HYD-1: Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality	**PMM HYD-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms with this mitigation measure because the Project is subject to regulatory compliance measures such as NPDES and SWPPP regulations that are capable of avoiding or reducing the potential impacts on water quality. The Project would comply with waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Board and other regulatory agency requirements including, but not limited to, the NPDES permitting requirements.

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	process for rights-of-way, not just later during the facilities design and construction phase. j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff. k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.	
Impact HYD-2: Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	**PMM HYD-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. b) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation.	The Project's impacts would be less than significant, and no mitigation is required. Nevertheless, Project substantially conforms with this mitigation measure because the Project Site is located in an urbanized area that does not contain any significant groundwater recharge areas. Additionally, the Project site is currently almost entirely impervious, with the exception of planters. As discussed in the Preliminary Water Quality Management Plan, included as Appendix H, the Project would maximize permeable surfaces in order to promote groundwater recharge.

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	c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. d) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	
Impact HYD-3a: 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 substantial erosion or siltation on- or off-site.	See **PMM HYD-1.**	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure, because the Project is required to comply with regulatory requirements including NPDES and City requirements, including those requiring the preparation of a Project-specific Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). The proposed stormwater Best Management Practices (BMPs) would include multiple planter boxes for stormwater infiltration and a detention basin under the proposed parking area.
Impact HYD-3b: 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 flooding on- or off-site.	See **PMM HYD-1** and **PMM HYD-2.**	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure, because the Project is required to comply with regulatory requirements including NPDES and City requirements, including those requiring the preparation of a Project-specific SWPPP and WQMP. The proposed stormwater BMPs would include multiple planter boxes for stormwater infiltration and a detention basin under the proposed parking area.
Impact HYD-3c: 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.	See **PMM HYD-1** and **PMM HYD-2.**	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure, because the Project is required to comply with regulatory requirements including NPDES and City requirements, including those requiring the preparation of a Project-specific SWPPP and WQMP. The proposed stormwater BMPs would include multiple planter boxes for stormwater infiltration and a detention basin under the proposed parking area.

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Impact HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	**PMM-HYD-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on Federal Emergency Management Agency (FEMA) flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.	According to FEMA flood insurance rate maps, the Project site is located within flood Zone AO, which would have an approximate flood depth of 1 foot. However, the Project is required to comply with City Municipal Code Chapter 15.32, which includes regulations for development within flood hazard areas. Regulations include requiring any new occupiable finished floor to be 2 feet above the 100-year flood elevation. With adherence to Municipal Code Chapter 15.32, the Project would not risk release of pollutants due to inundation in a flood hazard zone. Additionally, the Project site is not located in a seiche or tsunami flood hazard area.
Impact HYD-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	See **PMM HYD-2.**	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure, because the Project is required to comply with regulatory requirements including NPDES and City requirements, including those requiring the preparation of a Project-specific SWPPP and WQMP. The proposed stormwater BMPs would include detention basins and planter boxes to filter and infiltrate stormwater. The Project would not interfere with a groundwater management plan as it would increase the pervious surfaces onsite and would not reduce groundwater levels.
Land Use		
Impact LU-1: Potential for the Project to physically divide an established community	**PMM LU-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Facilitate good design for land use projects that build upon and improve existing circulation patterns b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by:	No mitigation is required. The Project site is currently developed with a commercial building and surface parking. The Project vicinity is highly urbanized and generally built out. The local vicinity is characterized by a blend of commercial, residential, and office uses. The Project would provide a new multi-family residential development that would include 146 apartments. As such, the Project would be an infill project providing uses consistent with the mixed-use character of the surrounding area. Given the type of uses in the Project site vicinity, and the infill character of the Project, it would not physically divide an established community. The Project would

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	• Selecting alignments within or adjacent to existing public rights of way. • Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. • Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: • Alignment shifts to minimize the area affected. • Reduction of the proposed right-of-way take to minimize the overall area of impact. • Provisions for bicycle, pedestrian, and vehicle access across improved roadways.	not disrupt or divide an established community through a change in street or land use patterns within the community.
Impact 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	**PMM LU-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.	No mitigation is required as the proposed Project would not conflict with the City of Redlands General Plan, as shown in Table LU-1.
Mineral Resources		
Impact MIN-1: Potential to 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.	**PMM MIN-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of	No mitigation is required. The Project site is located within an urbanized area of the City of Redlands. According to Redlands General Plan Figure 6-4, the Project site is designated as MRZ-3, which contains areas with known or inferred mineral occurrences of undetermined mineral resource significance. The Project site is not zoned for mineral extraction use and has not been historically used for mineral resource extraction.

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	aggregate is not precluded, as a result of construction, operation and maintenance of projects. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. 4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	
Impact MIN-2 Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	See **PMM MIN-1.**	No mitigation is required. The Project site is located within an urbanized area of the City of Redlands. According to Redlands General Plan Figure 6-4, the Project site is designated as MRZ-3, which contains areas with known or inferred mineral occurrences of undetermined mineral resource significance. The Project site is not zoned for mineral extraction use and has not been historically used for mineral resource extraction.
Noise		
Impact NOISE-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or	**PMM NOISE-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure. The Project is required to comply with regulatory control measures in City of Redlands Municipal Code Section 8.06.120, which regulates noise from construction activities (e.g. construction activities will occur

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applicable standards of other agencies.	a) Install temporary noise barriers during construction. b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.	between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturdays, with no activities taking place on Sundays or federal holidays; Municipal Code Section 8.06.070, *Exterior Noise Limits,* which sets exterior noise limits based on land use; and Municipal Code Section 8.06.080, which sets interior noise limits based on land use. Additionally, procedures and phone numbers would be posted at the construction site for notifying City of Redlands staff, Redlands Police Department, and the construction contractor to notify regarding complaints.

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	j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses; n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. q) Use of portable barriers in the vicinity of sensitive receptors during construction. r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts. s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.	

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	t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities. u) Construct sound reducing barriers between noise sources and noise-sensitive land uses. v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.	
Impact NOISE-2: Generation of excessive groundborne vibration or groundborne noise levels.	See **PMM NOISE-1.** **PMM-NOISE-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will	The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms to this mitigation measure. The Project is required to comply with regulatory control measures in City of Redlands Municipal Code Section 8.06.120, which regulates noise from construction activities (e.g., construction activities will occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturdays, with no activities taking place on Sundays or federal holidays. Additionally, procedures and phone numbers would be posted at the construction site for notifying City of Redlands staff, Redlands Police Department, and the construction contractor to notify regarding complaints.

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	concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation. e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps). f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.	
Impact NOISE-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.	See **PMM NOISE-1.**	No mitigation is required. There are no private or public airstrips within the vicinity of the Project area. The closest airport is the Redlands Municipal Airport, at 1755 Sessums Drive, Redlands, CA, which is approximately 2.45 miles from the Project site. The Project site is outside the noise contours for the airport. As such, the Project would not expose people residing or working in the area to excessive noise levels.
Population and Housing		
Impact POP-1: Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure)	There are no project-level mitigation measures.	No mitigation is required. The Project would provide infill development within a currently developed urban setting. It would not add new infrastructure beyond that required to connect the Project to existing utility lines and adjacent roadways. Therefore, the Project would not open new areas to development or promote new development in an area not otherwise expected to be developed. The Project's 146 residential units are expected to result in an increase of 205 residents onsite. The Project's estimated housing, population, and employment growth would be within SCAG's 2045 growth projections based on the 2020-2045 RTP/SCS and would occur on a Project site located within a HQTA and TPA.
Impact POP-2: Displace substantial numbers of existing people or housing, necessitating	**PMM-POP-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing	No mitigation is required. The Project site is currently developed with commercial uses and does not contain any existing housing. Therefore, development of the Project would not displace existing people or housing.

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the construction of replacement housing elsewhere.	housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.	
Fire Services		
Impact PSF-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	See **PMM PSP-1.**	Mitigation is not required because Project impacts would be less than significant with implementation of regulatory requirements. The Project would be subject to compliance with fire protection design standards per the California Building Code, California Fire Code, Municipal Code, and City of Redlands Fire Department (RFD), to ensure adequate fire protection. Existing facilities are capable of providing acceptable response times for fire protection and emergency response services. The closest fire station is Station 261 located at 525 East Citrus Avenue, which is approximately 0.6 roadway mile from the Project site. Station 263 is located at 10 W Pennsylvania Avenue approximately 1.2 roadway miles from the Project site. In addition, Station 264 is located at 1270 West Park Avenue approximately 1 roadway mile from the Project site. Additionally, the Project would be subject to the existing regulations in the City's Fire Code related to emergency access and would be required to pay development fees pursuant to the Municipal Code. Therefore, the Project

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		would not result in new or physically altered government facilities.
Police Services		
Impact PSP-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	**PMM PSP-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description. b) Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts. c) Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.	The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measures because the Project is not expected to result in a substantial increase in demand for police protection services that would require the need for a new or physically altered police facility to maintain service ratios. In addition, existing facilities are capable of providing acceptable response times and payment of development impact fees are equally effective in minimizing impacts to police service. The Project site is currently served by the Redlands Police Department (RPD). The main police station is located at 1270 West Park Avenue, with four other divisions located citywide, including one at 30 Cajon Street, in close vicinity to the Project site. The Project would incorporate crime prevention features into the design of the buildings and public spaces, such as lighting of entryways and public spaces. The Project would feature the following: • Security cameras • Perimeter lighting to supplement the street lighting and to provide increased visibility and security
Schools		
Impact PSS-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered educational facilities, need for new or physically altered educational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios,	**PMM PSS-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.	Pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. These fees are collected by school districts at the time of issuance of building permits for development projects. Pursuant to Government Code Section 65995 applicants shall pay developer fees to the

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response times, or other performance objectives.		appropriate school districts at the time building permits are issued; and payment of the adopted fees provides full and complete mitigation of school impacts.
Library Services		
Impact PSL-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	**PMM PSL-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts	The proposed residences would result in a limited incremental increase in the need for additional services, such as public libraries and post offices, etc. Because the Project area is already served by other services and the Project would result in a limited increase in residents, the Project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. Furthermore, the Applicant would be required to pay Developer Impact Fees to offset any impacts to public services.
Recreation		
Impact REC-1: Potential to 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.	**PMM REC-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing “green” development techniques iii. Promoting water-efficient land use and development	No mitigation is required. However, the Project would substantially conform with PMM REC-1. The Project would provide 22,948 SF of open space and would be compliant with open space requirements. The Project applicant would be responsible for meeting any park fee requirements pursuant to the Quimby Act and in accordance with Municipal Code Chapter 3.32.

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	iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards	
Impact REC-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	See **PMM REC-1**, **PMM AQ-2**, and **PMM NOISE-1.**	No mitigation is required. The Project would provide 22,948 SF of common open space. These recreational amenities include multiple courtyards, a pool, and a roof deck. Impacts related to construction of these common open space areas are analyzed throughout this SCEA and would not result in an adverse environmental impact. Furthermore, the Applicant would be required to pay Developer Impact Fees to offset any impacts to recreational facilities.
Transportation, Traffic, and Safety		
Impact TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	No mitigation is required.	No mitigation is required.
Impact TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).	**PMM-TRA-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts. Such measures may include the following or other comparable measures identified by the Lead Agency: • Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to	No mitigation is required as Project impacts would be less than significant. However, the Project would substantially conform with PMM-TRA-1. Due to the Project's location in a transit priority area and its size, impacts related to VMT would be less than significant. Additionally, the Project would include d sidewalks along all street frontages. Additionally, the Project would include bike lockers to promote bike use. Furthermore, the Project would provide convenient and direct pedestrian access to the nearby Downtown train station less than one-quarter mile to the north.

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	encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways: ○ include TDM mitigation requirements for new developments; ○ incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; ○ provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; ○ implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; ○ develop TDM-specific performance measures to evaluate project-specific and systemwide performance; ○ incorporate TDM performance measures in the decision-making process for identifying transportation investments; ○ implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and ○ set aside funding for TDM initiatives. ○ The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.	
Impact TRA-3: Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No mitigation is required.	No mitigation is required.
Impact TR-4: Result in inadequate emergency access. **Impact WF-1:** Substantially impair an adopted emergency response plan or emergency evacuation plan	**PMM TRA-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	The Project's impacts would be less than significant as a result of implementation of regulatory requirements. Nevertheless, the Project substantially conforms to this mitigation measure because emergency access to the site would be provided by the existing street system, and the Project is designed and would be constructed in accordance with City of Redlands requirements to ensure proper emergency access. In addition,

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	• Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: ○ Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. ○ Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. ○ Scheduling of truck trips outside of peak morning and evening commute hours. ○ Limiting of lane closures during peak hours to the extent possible. ○ Usage of haul routes minimizing truck traffic on local roadways to the extent possible. ○ Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. ○ Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. ○ Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. ○ Storage of construction materials only in designated areas. ○ Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. ○ Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs	the Applicant will submit a parking and driveway plan for review by the City of Redlands staff and the Redlands Fire Department to ensure compliance with all applicable code-required site access and circulation requirements as well as code-required emergency access.

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	necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. o Enhance emergency preparedness awareness among public agencies and with the public at large.	
Tribal Cultural Resources		
Impact TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is: a) 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 b) 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.	See **PMM CULT-1.** **PMM TCR-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource; c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.	The Project substantially conforms to this mitigation measure. In compliance with AB 52 and SB 18 requirements, April 26, 2022, the City sent letters to 23 Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity. The Gabrieleno Band of Mission Indians – Kizh Nation and Agua Caliente Band of Cahuilla Indians requested consultation regarding the proposed Project. Agua Caliente deferred to the Gabrieleno Band of Mission Indians – Kizh Nation The Gabrieleno Band of Mission Indians – Kizh Nation considers the area sensitive for cultural resources. Although no information for site specific tribal cultural resources was provided (and there are no known tribal cultural resources on or adjacent to the Project site), the consulting tribe requested inclusion of mitigation due to the potential of the Project to unearth previously undocumented tribal cultural resources during construction. Mitigation Measures TCR-1 through TCR-3 have been included to require Native American monitoring of excavation and grading activities to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities.
Solid Waste		
Impact USSW-1: 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.	**PMM USSW-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:	The Project's impacts would be less than significant as a result of the implementation of regulatory requirements. Nevertheless, the Project substantially conforms to this mitigation measure because the Project would comply with Municipal Code Chapter 15.16, which requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75

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Impact USSW-2: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Inclusion of a waste management plan that promotes maximum C&D diversion. c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). d) Reuse of existing structure and shell in renovation projects. e) Development of indoor recycling program and space. f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required. h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. l) Integrate reuse and recycling into residential industrial, institutional and commercial projects.	percent of operational solid waste. Additionally, the proposed Project would be required comply with Municipal Code 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 subject to this chapter unless the construction and demolition recycling plan has been approved by the municipal utilities director.

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	m) Provide education and publicity about reducing waste and available recycling services. n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.	
Wastewater		
Impact USWW-1: Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects.	See **PMM HYD-1.** **PMM USWW-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.	The Project's impacts would be less than significant as a result of implementation of regulatory requirements. Nevertheless, the Project substantially conforms to this mitigation measure because most wastewater generated by sewered development within the City is treated at the Redlands Wastewater Treatment Facility. The Redlands Wastewater Treatment Facility treats approximately 6 million gallons per day (mgd) with a capacity of 9.5 mgd. As discussed in Section 6.3.19, *Utilities and Service Systems,* the Project would connect to existing water, wastewater, and storm drainage facilities, and would not require new or expanded wastewater treatment or storm drainage facilities. Furthermore, the Applicant would be required to pay Developer Impact Fees to offset any impacts to existing wastewater facilities.
Impact USWW-2: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	See **PMM UWW-1.**	The Project's impacts would be less than significant as a result of implementation of regulatory requirements. Nevertheless, the Project substantially conforms to this mitigation measure because most wastewater generated by sewered development within the City is treated at the Redlands Wastewater Treatment Facility. The Redlands Wastewater Treatment Facility treats approximately 6 million gallons per day (mgd) with a capacity of 9.5 mgd. As discussed in Section 6.3.19, *Utilities and Service Systems,* the Project would generate approximately 16,760 gpd of wastewater per day.

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		All new residential development that connects to the system is required to pay its applicable Development Impact Fee(s), as set forth in the General Plan's "Principles of Managed Development,"[1] and in the City's resolution establishing development impact fees, Resolution No. 7951, adopted April 2, 2019.[2] As such, the Redlands Wastewater Treatment Facility would have adequate capacity to serve the Project.
Water Supply		
Impact USWS-1: Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.	**PMM USSW-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite	The Project's impacts would be less than significant as a result of implementation of regulatory requirements. Nevertheless, the Project substantially conforms to this mitigation measure because the Project would connect to the existing water lines in the surrounding streets. The construction activities related to the onsite water infrastructure that would be needed to serve the proposed Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this SCEA. Additionally, the new onsite water system would convey water supplies to the proposed residences and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water. Furthermore, the Applicant would be required to pay Developer Impact Fees to offset any impacts to existing water facilities.
Impact USWS-2: Have sufficient water supplies available to serve the project and reasonably	See **PMM USWS-1.**	The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure because the City has determined that the

1 City of Redlands General Plan 2035, p. 4-4.

2 City of Redlands Resolution No. 7951, https://cityofredlands.org/sites/main/files/file-attachments/7951.pdf accessed 11-21-19.

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foreseeable future development during normal, dry and multiple dry years.		projected water supply available during normal, single-dry water years as included in the 25-year projection contained in its adopted 2020 Urban Water Management Plan (UWMP) can accommodate the projected water demand associated with the Project, in addition to the existing and planned future development. Additionally, the Water Supply Assessment prepared for the proposed Project concluded that the Project would have a demand of 34.3 acre-feet per year, which is within the projected water demands and supplies as analyzed in the UWMP. In addition, all new residential development that connects to the system is required to pay its applicable Development Impact Fee(s).
Wildfire		
Impact WF-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. **Impact HAZ-7:** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	**PMM WF-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place	The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure because the Project is not located in a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone.

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	g. Include external sprinklers with an independent water source to reduce flammability of structures. h. Include local solar power paired with batteries to reduce power flow in electricity lines. i. For developments in high fire-prone areas, have a fire protection plan for residents and businesses. j. Provide fire hazard and fire safety education for homeowners in or near fire hazard areas. k. Developments in fire-prone areas should have fire-resistant feature, such as: – Ember-resistant vents – Fire-resistant roofs – Surrounding defensible space – Proper maintenance and upkeep of structures and surrounding area	
Impact WF-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.	See **PMM HAZ-4.** **PMM WF-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to: 1) Submit a fire protection plan including the designation of fire watch staff; 2) Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; 3) Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and 4) Designate trained fire watch staff during project construction to reduce risk of fire hazards.	The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure because the Project is not located in a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone.
Impact WF-4: Expose people or structures to significant risks,	See **PMM WF-1**, **PMM WF-2**, **PMM HYD-1**, and **PMM HAZ-4.**	The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this

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including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.		mitigation measure because the Project is not located in a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone. The City's General Plan Safety Element (Section 7.4) discusses Emergency Management, which outlines goals and policies aimed at emergency preparedness to protect the health, safety and welfare of the general public during and after natural, man-made (technological), or attack-related emergencies. Additionally, the proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan.

6 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ANALYSIS/ INITIAL STUDY CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed Project. The checklist form identifies potential Project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact; and, 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed Project.

6.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☒) would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

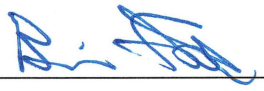
Environmental Factors Potentially Affected

☐	Aesthetics	☐	Agriculture and Forest Resources	☐	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☒	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☒	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

6.2 DETERMINATION

(To be completed by the Lead Agency) on the basis of this initial evaluation

☐	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
☒	I find that the proposed Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or qualified "residential or mixed use residential project" that satisfies section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because the SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.



7/11/2022

Signature Date

BRIAN FOOTE

Printed Name For

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant impact with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:

   (a) Earlier Analysis Used. Identify and state where they are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant Impact with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

6.3 ENVIRONMENTAL CHECKLIST QUESTIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099 would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Except as provided in Public Resources Code Section 21099 would the Project:

a) Have a substantial adverse effect on a scenic vista?
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
c) 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?
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

a-d) Less than Significant Impact. In 2013, the State of California enacted Senate Bill 743 (SB 743), which made several changes to the California Environmental Quality Action (CEQA) for projects located in areas served by transit. Specifically, Public Resources Code Section 21099 provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered to have significant impacts on the environment." Public Resources Code Section 21099 defines a "transit priority area" as 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 a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code 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." Public Resources Code 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. This state law supersedes the aesthetic impact thresholds set forth in CEQA Guidelines Appendix G.

The Project would be a multi-family residential infill project located in a TPA. The Project includes redevelopment of an urban and developed site in Downtown Redlands. Public bus and rail transit is provided within the area of the Project site and the site is designated as a transit priority area and HQTA by the 2020-2045 RTP/SCS. The nearest rail station is the Arrow Line Downtown Redlands Station that is located approximately 0.11 mile north of the Project site. Furthermore, the Project would be subject to City of Redlands General Plan Action 2-A.35 that requires shielding of light to minimize lighting of adjacent off-site areas and generation of glare.

Additionally, while the Project would result in the Specific Plan Amendment of the Downtown Specific Plan to increase the maximum building height to four stories, the entirety of the Downtown Specific Plan is located within a TPA. As such, impacts related to aesthetics and the potential increase in height from future residential, mixed-use, commercial, and office developments within the Downtown Specific Plan would not be considered significant effects on the environment pursuant to Public Resources Code Section 21099.

Thus, the Project's aesthetic (and parking) impacts are not considered significant on the environment pursuant to Public Resources Code Section 21099. Therefore, an assessment of the Project's potential aesthetic impacts is not required.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) 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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) 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?	☐	☐	☐	☒

a) 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?

No Impact. The Project site is currently developed with a commercial furniture store and located in an urbanized area that is not used for agriculture. In addition, the Project site is designated as "Urban and Built-Up Land" on maps prepared pursuant to the California Department of Conservation Important Farmland Finder (CDC 2022). The Project site and adjacent areas are not designated as Prime, Unique, or Farmland of Statewide Importance. No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by the Project or converted to a non-agricultural use. Thus, no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments. The Project site is zoned SP45/TC-H. Therefore, redevelopment of the site would not result in the loss of agricultural land or affect any Williamson Act contracts. In addition, no parcels in the Project vicinity have Williamson Act contracts. Therefore, implementation of the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

c) 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))?

No Impact. As discussed previously, the Project site within an urbanized area and is fully developed with a commercial furniture store. The Project site and vicinity are void of forest land or timberland. As described previously, the Project site is currently zoned SP45/TC-H and is surrounded by areas zoned for commercial, residential, or public institution uses. No areas designated or zoned as forest land or timberland, or for timberland production, exist on or near the Project site. Thus, no impact would occur from implementation of the proposed Project.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site contains ornamental trees that would be replaced by the Project and does not include forestland or timberland. Additionally, the Project site is not zoned as forestland, and is surrounded by urban development on all sides. The Project would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. No impact would occur.

e) 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?

No Impact. As discussed previously, the Project site is in an urbanized mixed-use area of the City of Redlands and is fully developed with a commercial furniture store. It is currently not used for agricultural purposes and is not designed or zoned for forest land. The proposed Project would not convert farmland to a nonagricultural use or convert forest land to a non-forest use. Likewise, the proposed Project would not contribute to environmental changes that could result in conversion of farmland to a nonagricultural use or conversion of forest land to a non-forest use. Thus, no impact would occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	☐	☐	☒	☐

The discussion below is based on The Grand Air Quality Impact Analysis prepared by Urban Crossroads, June 13, 2022, included as Appendix A.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Project site is located in the South Coast Air Basin (SCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG uses regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed Project would result in growth that is substantially greater than what was anticipated, then the proposed Project would conflict with the AQMP. On the other hand, if a Project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the Project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers a Project consistent with the AQMP if the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

Furthermore, SCAB is in a non-attainment status for federal and state ozone standards and state and federal particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Should construction or operation of the proposed Project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

The proposed Project is a redevelopment Project on a site that has been previously used for commercial uses and is located within a commercial neighborhood. The proposed Project would remove the existing

commercial building and develop 146 luxury apartment units. As further described in Section 14, *Population and Housing*, the 146 new residences would result in a 0.5 percent increase in the total number of residential units in the city, and a 3.3 percent increase in the number of the multi-family residential units (5+ units) within the city. This limited level of growth on within a developed area would not exceed growth projections and would be consistent with the assumptions in the AQMP. Additionally, as previously discussed within Section 4.2.1 of this SCEA, the proposed Project would be consistent with 2020-2045 RTP/SCS.

In addition, as detailed below, the emissions generated by construction and operation of the proposed Project would not exceed thresholds, and the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. Therefore, impacts related to conflict with the AQMP from the proposed Project would be less than significant.

b) 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?

Less Than Significant Impact. The SCAB is in a non-attainment status for federal and state ozone standards and state and federal particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Evaluation of cumulative air quality impacts of the proposed Project has been completed pursuant to SCAQMD's cumulative air quality impact methodology, SCAQMD states that if an individual project results in air emissions of criteria pollutants (reactive organic gases (ROG), carbon monoxide (CO), nitrogen oxides (NOx), sulfur oxides (SOx), particulate matter 10 microns in diameter or less (PM_{10}), and particulate matter 2.5 microns in diameter or less ($PM_{2.5}$) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

SCAQMD published its *Final Localized Significance Threshold Methodology* in July 2008, recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors from emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	*55*
VOC	*75*	*55*
PM10	150	150
PM2.5	*55*	*55*
SOx	150	150
CO	*550*	*550*
Lead	3	3

Source: Urban Crossroads 2021 (Appendix A)

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following: (1) demolition of the existing structures and removal of the existing infrastructure and pavement, (2) site preparation, (3) grading, (4) building construction, (5) paving, and (6) architectural coating. Additionally, approximately 3,200 tons of debris would be crushed onsite. For purposes of analysis, crushing activities would overlap with grading. As such, emissions associated with the crushing operation were added to grading activities. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12 inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling and is included as PPP AQ-1. In addition, implementation of SCAQMD Rule 1113, which governs the VOC content in architectural coating, paint, thinners, and solvents was accounted for in construction emissions modeling, and is included as PPP AQ-2. As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds with implementation of PPP AQ-1 and PPP AQ-2. Therefore, construction activities would result in a less than significant impact.

Table AQ-2: Project Construction Emissions and Regional Thresholds

Year	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2023	2.76	46.90	33.10	0.15	15.19	6.40
2024	2.23	14.20	24.20	0.03	2.61	1.04
2025	n/a	n/a	n/a	n/a	n/a	n/a
Winter						
2023	2.30	15.10	22.30	0.03	2.76	1.12
2024	2.18	14.30	21.40	0.03	2.61	1.04
2025	65.70	19.70	21.40	0.04	3.26	1.44
Maximum Daily Emissions	**65.70**	**46.90**	**33.10**	**0.15**	**15.19**	**6.40**
SCAQMD Regional Threshold	*75*	100	*550*	150	150	*55*
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads, 2022 (Appendix A)

Operation

Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. Operational vehicular emissions would generate a majority of the emissions from implementation of the Project. In addition, compliance with SCAQMD Rule 445 that prohibits the use of wood burning stoves and fireplaces in new developments will also be included as PPP AQ-3 to ensure compliance.

Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional emissions of the criteria pollutants, however, these emissions would be below the SCAQMD's applicable thresholds. Therefore, the Project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant, and impacts would be less than significant.

Table AQ-3: Project Operational Emissions and Regional Thresholds

Source	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Area Source	8.59	3.52	34.20	0.09	2.95	0.57
Energy Source	4.98	2.53	12.50	0.02	0.20	0.21
Mobile Source	0.02	0.41	0.17	< 0.005	0.03	0.03
Total Maximum Daily Emissions	**13.59**	**6.46**	**46.87**	**0.11**	**3.18**	**0.81**
SCAQMD Regional Threshold	*55*	*550*	150	150	*550*	*55*
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Area Source	8.37	3.79	27.90	0.08	2.95	0.57
Energy Source	3.72	2.42	1.03	0.02	0.20	0.20
Mobile Source	0.02	0.41	0.17	< 0.005	0.03	0.03
Total Maximum Daily Emissions	**12.11**	**6.62**	**29.10**	**0.10**	**3.18**	**0.80**
SCAQMD Regional Threshold	*55*	*550*	150	150	*550*	*55*
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads, 2022 (Appendix A)

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the Project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The City of Redlands is located within SCAQMD SRA 35.

Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. The distance between the Project site boundary and the closest existing residential structure, located at 321 West State Street is approximately 458 feet (140 meters) southwest of the Project. The nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO_X and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assumed that an individual could be present at these sites for periods of one to 8 hours. The nearest receptor used for evaluation of localized impacts of NOX and CO is represented by location R5 which represents the Look Dine-In Cinema located at 340 North Eureka Street, approximately 38 feet (12 meters) north of the Project site. The LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters (82 feet)

to the nearest receptor should use the LSTs for receptors located at 25 meters." As the existing residence is located less than 25-meters from the Project site, the 25-meter receptor distance is used for evaluation of localized impacts.

Construction

Construction of the proposed Project may expose nearby residential sensitive receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD's standard construction practices (Rules 402 and 403, as included as PPP AQ-1 and PPP AQ-2). Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. As shown in Table AQ-4, Project construction-source emissions would not exceed the applicable SCAQMD LSTs.

Table AQ-4: Localized Significance Summary of Construction

Construction Activity	Year	Scenario	Emissions (lbs/day)			
			NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	2023	Summer	22.50	18.80	5.04	1.76
		Winter	1.23	1.03	0.27	0.10
		Maximum Daily Emissions	**22.50**	**18.80**	**5.04**	**1.76**
		SCAQMD Localized Threshold	170	1,174	62	20
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Site Preparation	2023	Summer	18.40	15.50	8.58	4.37
		Winter	n/a	n/a	n/a	n/a
		Maximum Daily Emissions	**18.40**	**15.50**	**8.58**	**4.37**
		SCAQMD Localized Threshold	153	1,024	59	18
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading	2023	Summer	21.50	18.00	9.47	4.67
		Winter	n/a	n/a	n/a	n/a
		Maximum Daily Emissions	**21.50**	**18.00**	**9.47**	**4.67**
		SCAQMD Localized Threshold	170	1,174	62	20
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads, 2022 (Appendix A)

Operations

Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed Project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed. As such, impacts from operation of the Project to sensitive receptors would be less than significant.

CO Hot Spot Analysis

Less than Significant Impact. An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 parts per million (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.

As detailed in Section 6.3.13, *Transportation*, in Table T-1, the proposed Project would generate 47 new vehicle trips (26 inbound trips and 21 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 42 new vehicle trips (18 inbound trips and 24 outbound trips). Over a 24-hour period, the Project is forecast to generate approximately 694 new daily trip ends during a typical weekday. Thus, buildout of the proposed Project would not result in an increase in 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 and would not generate a CO hot spot. Therefore, impacts related to CO "hot spots" from operation of the proposed Project would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The proposed project would implement residential development within the project area. Residential uses do not involve the types of 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 be in compliance with SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

During construction, emissions from diesel equipment, use of volatile organic compounds 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, emission impacts relating to both operational and construction activity odors would be less than significant.

Existing Plans, Programs, or Policies

PPP AQ-1: Rule 403. All applicable measures included in Rule 403, shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to (1):

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

PPP AQ-2: Rule 1113. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 (2):

- Only "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113 shall be used.

PPP AQ-3: Rule 445. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 445 (3):

- Rule 445 prohibits the use of wood burning stoves and fireplaces in new developments.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the Project:				
a) 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 Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) 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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) 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 Game or U.S. Fish and Wildlife Service?

Less than Significant Impact with Mitigation Incorporated. The Project site is located in an urbanized and developed area of the city. The Project site is heavily disturbed and fully developed with a commercial furniture store and surface parking lot. In its existing condition, the Project site contains ornamental vegetation, including ornamental trees, on the Project site perimeter. The existing trees on Eureka Street and Redlands Boulevard have the potential to provide habitat for nesting migratory birds. Many of these trees would be removed and replaced during construction. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are

protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the federal Migratory Bird Treaty Act (MBTA), could result in a potentially significant impact if requirements of the MBTA are not followed. Therefore, implementation of MM BIO-1 would ensure MTBA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.

b) 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 Game or US Fish and Wildlife Service?

No Impact. 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. As described above, the Project site is fully developed with a commercial furniture store and associated surface parking lot. According to the National Wetlands Inventory managed by the USFWS, the Project site does not contain riparian habitat (USFWS 2022). There are no riparian habitat or other sensitive natural communities as identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, no impact would occur.

c) 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?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. As previously discussed, according to the National Wetlands Inventory managed by the USFWS, the Project site does not contain federally protected wetlands (USFWS 2022). In addition, the Project site does not contain any jurisdictional areas that would be subject to Section 404 of the Clean Water Act, and the proposed Project does not involve any hydrological interruption on any existing water resources. Therefore, the redevelopment of the Project site would not result in impacts to wetlands.

d) 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?

Less than Significant Impact with Mitigation Incorporated. Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The Project site does not contain, or is not adjacent to, any wildlife corridors. The Project site is surrounded by roadways and developed areas. Areas of commercial, residential, public institutional, and additional roadways are located beyond the roadways adjacent to the site. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

As described previously, offsite areas contain ornamental vegetation that provides potentially suitable habitat for nesting birds. Therefore, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-1 has been included to require a nesting bird survey to be conducted prior to vegetation removal. With the implementation of Mitigation Measure BIO-1, impacts related to native wildlife nursery sites would be reduced to a less than significant level.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. Chapter 12.52, *Trees and Tree Protection Along Streets and in Public Places,* of the Municipal Code regulates trees and tree protection in the City. As part of the Project, multiple trees around the perimeter of the Project site would be removed and replaced with a variety of trees and ornamental landscaping. The Project would be required obtain permits for tree removal and replacement within the Redlands Avenue and Eureka Street public sidewalk. With compliance with Municipal Code Chapter 12.52, Project impacts to public trees would be less than significant.

In addition, the City General Plan outlines policies that protect biological resources; however, these policies pertain to ecological areas such as San Timoteo Canyon, Live Oak Canyon, the Crafton Hills, and the Santa Ana River, Mill Creek, and other riparian areas within the city. The Project site is in an urbanized area of the city and is not located in an area identified by the city as having ecological value. Therefore, implementation of the proposed Project would not conflict with any local policies or ordinances protecting biological resources, and impact would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is developed and within an urbanized area. The Project site is not located within the boundaries of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, implementation of the proposed 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. No impact would occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

MM BIO-1: Pre-construction Nesting Bird Survey. Construction plans and Project specifications shall state that if construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project area and adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The discussion below is based on the Cultural and Paleontological Resources Assessment, prepared by Material Culture Consulting, May 2022 (MCC 2022), Appendix B; and the Historical Resource Summary for 200 West Redlands Boulevard, Redlands, CA, prepared by Urbana Preservation & Planning, LLC, May 2022 (Urbana 2022), Appendix C.

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the Project's Lead Agency. Implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, as there are no eligible historical resources on the Project site.

The California Register of Historical Resources (CRHR) defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition, Section 2.62, *Historic and Scenic Preservation,* of the Municipal Code states that a structure with aesthetics, architectural, historical value which is 50 years old or older may be designated as a Historic Resource. A structure with exceptional esthetics, architectural, or historical value may be designated as a Landmark Resource. The criteria, any one of which may be used to determine such designation, are as follows:

A. It [a nominated resource] has significant character, interest, or value as part of the development, heritage or cultural characteristics of the city of Redlands, state of California, or the United States;

B. It is the site of a significant historic event;

C. It is strongly identified with a person or persons who significantly contributed to the culture, history or development of the city;

D. It is one of the few remaining examples in the city possessing distinguishing characteristics of an architectural type or specimen;

E. It is a notable work of an architect or master builder whose individual work has significantly influenced the development of the city;

F. It embodies elements of architectural design, detail, materials, or craftsmanship that represents a significant architectural innovation;

G. It has a unique location or singular physical characteristics representing an established and familiar visual feature of a neighborhood, community, or the city;

H. It has unique design or detailing;

I. It is a particularly good example of a period or style;

J. It contributes to the historical or scenic heritage or historical or scenic properties of the city (to include, but not be limited to, landscaping, light standards, trees, curbings, and signs);

K. It is located within a historic and scenic or urban conservation district, being a geographically definable area possessing a concentration of historic or scenic properties which contribute to each other and are unified aesthetically by plan or physical development.

As described previously, the Project site is currently developed with a commercial retail building that was constructed in 1975. The building has historically operated and currently operates as a furniture storeroom. Based on the age of the onsite building, a Historical Resource Assessment was prepared for the Project. Under CRHR Criterion 1, the onsite building represents a commercial development in the City of Redlands during a time of rapid suburban growth following the postwar population boom in California. It is one of many commercial buildings constructed in the area between 1950 and 1980. While the existing building is associated with this period in Redlands's history, the site lacks sufficient significance to be found eligible under CRHR Criterion 1. The building was not identified as maintaining an association with the lives of persons significant in national, state, or local history, and does not appear eligible under CRHR Criterion 2. The building was constructed in 1975 as a furniture showroom and has not been significantly altered since that time, but the building's design and construction is very common for the period and does not exhibit any distinguishing features or design elements. Therefore, it is ineligible under CRHR Criterion 3. Additionally, further study of the building is not likely to yield information important in prehistory or history of the local area. It is not eligible under CRHR Criterion 4 (Urbana 2022). Therefore, the Historical Resource Assessment concluded that the property is not eligible for inclusion on the CRHR or eligible for local listing. Therefore, the onsite building does not meet the definition of a historical resource pursuant to CEQA. Thus, impacts related to historic resources would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact with Mitigation Incorporated. In its existing setting, the Project site is fully developed with a commercial furniture store. A records search for the Project site was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) that included California Points of Historical Interest (PHI), California Historical Landmarks (CHL), the California Register of Historic Resources, the National Register of Historic Places, the California State Historic Resources Inventory (HRI), and historic topographic maps. The records search revealed that 21 cultural resources have been recorded within one mile of the Project site. One historic-era cultural resource, a portion of the historic Redlands Chinatown, is potentially located subsurface within the Project site.

As described previously, the Project site has been routinely disturbed from various past uses that involve grading, installation of utility infrastructure, and building construction. However, due to the potential presence of the subsurface remains of the historic Redlands Chinatown, the potential for archaeological resources onsite is considered low to moderate. Mitigation Measure CUL-1 has been included to require an Archaeological Testing and Data Recovery Program to ensure the Project would not result in significant

impacts to potential subsurface archaeological resources. Mitigation Measure CUL-1 requires retention of an archaeologist that would prepare an Archaeological Testing and Data Recovery Program to be implemented after existing structure are demolished and prior to Project-related ground disturbance. Following development of the Archaeological Testing and Data Recovery Plan, archaeological testing will occur ahead of Project-related ground disturbance to identify the presence, or lack, of archaeological resources within the Project area. Should any potentially significant archaeological deposits be identified during testing efforts, an archaeological data recovery program will be implemented. Additionally, Mitigation Measure CUL-2 requires archaeological monitoring during initial grading and ground disturbance. With implementation of Mitigation Measure CUL-1 and Mitigation Measure CUL-2, impacts related to archaeological resources would be less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. In addition, compliance with California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law, included as PPP CUL-1, would ensure that impacts to human remains would be less than significant.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Should human remains be discovered during project construction, the project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Mitigation Measures

MM CUL-1: **Archaeological Testing and Data Recovery Plan.** Prior to approval of any grading permit, the Project Applicant shall retain a qualified archaeologist to prepare an Archaeological Testing and Data Recovery Program. The Archaeological Testing and Data Recovery Program shall be implemented after existing onsite buildings are demolished and prior to ground disturbance and grading. The Archaeological Testing and Data Recovery Program shall include, at minimum, the following procedures:

- Development of an Archaeological Testing and Data Recovery Plan, which shall include:
  - Background research and anticipated resource types
  - Research questions that can be addressed by the collection of data from the defined resource types

  - Field methods and procedures
  - Cataloging and laboratory analysis
  - Findings and interpretation
- Following the development of the Archaeological Testing and Data Recovery Plan, the Archaeological Testing and Data Recovery Plan shall be provided to the City of Redlands Development Services Director for review and approval. Archaeological testing shall occur, with oversight by the qualified archaeologist, ahead of Project-related ground disturbance to identify the presence of archaeological resources within the Project area.
- If no significant archaeological deposits are encountered during testing efforts, Project-related ground disturbance may continue. Archaeological monitoring shall occur during all Project-related ground disturbance, as stipulated in MM CUL-2. A final Archaeological Monitoring Report shall be prepared upon completion of ground disturbance.
- Should potentially significant archaeological deposits be identified during testing efforts, archaeological data recovery shall be implemented by the Project archaeologist. Any excavation and recovery of identified resources shall be performed using standard archaeological techniques and the requirements stipulated in the Archaeological Testing and Data Recovery Plan. Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist. Following the completion of data recovery Project-related ground disturbance may continue. Archaeological monitoring shall occur during all Project-related ground disturbance, as stipulated in MM CUL-2. A final Archaeological Monitoring Report shall be prepared upon completion of ground disturbance.

MM CUL-2: **Archaeological Monitoring.** The Applicant shall retain a qualified archaeologist to perform archaeological monitoring and the archaeologist shall be present during initial ground-disturbing activities (e.g., site preparation, demolition of historic structures, and grading up to ten feet below surface) to identify and assess any known or suspected archaeological and/or cultural resource. The qualified archaeologist shall develop a Cultural Resources Management Plan to address the details, timing, and responsibility of all archaeological and cultural resource activities that occur on the Project site. The plan shall include a scope of work, project grading and development scheduling, pre-construction meeting (with consultants, contractors, and monitors), a monitoring schedule during all initial ground-disturbance related activities, safety requirements, and protocols to follow in the event of previously unknown cultural resources discoveries that could be subject to a cultural resources evaluation. The plan shall be submitted to the City and the Consulting Tribe(s) for review and comment, prior to final approval by the City. The Monitoring and Treatment Plan shall incorporate the components described in Mitigation Measure TCR-1.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

The discussion below is based on The Grand Energy Analysis, prepared by Urban Crossroads, June 13, 2022, included as Appendix D.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact.
Construction

During construction of the proposed Project would consume energy in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project sites, construction worker travel to and from the project site, 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 proposed multi-family development and the associated infrastructure is not expected to result in demand for fuel on a per-unit-of-development basis greater than other development projects in Southern California. Table E-1 details the construction fuel usage over the Project's 20-month construction period. The Project would use approximately 78,863 kilowatt-hours (kWh) of electricity during construction. As shown in Table E-1, Project construction would require the consumption of 43,893 gallons of diesel fuel.

Table E-1: Construction Equipment Fuel Consumption Estimates

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Demolition	20	Concrete/Industrial Saws	33	1	8	1	193	21
		Crawler Tractors	87	3	8	0	898	97
		Rubber Tired Dozers	367	1	8	0	1,174	127
Site Preparation	2	Crawler Tractors	87	1	8	0	299	32
		Graders	148	1	8	0	485	52
		Rubber Tired Dozers	367	1	8	0	1,174	127
Grading	4	Crawler Tractors	87	2	8	0	599	129

		Graders	148	1	8	0	485	105
		Rubber Tired Dozers	367	1	8	0	1,174	254
Building Construction	420	Cranes	367	1	8	0	851	19,330
		Crawler Tractors	87	1	8	0	299	6,794
		Forklifts	82	1	8	0	131	2,979
		Generator Sets	14	1	8	1	83	1,882
		Welders	46	3	8	0	497	11,279
Paving	10	Cement and Mortar Mixers	10	1	8	1	45	24
		Crawler Tractors	87	1	8	0	299	162
		Pavers	81	1	8	0	272	147
		Paving Equipment	89	1	8	0	256	139
		Rollers	36	1	8	0	109	59
Architectural Coating	20	Air Compressors	37	1	8	0	142	154
							CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)	***43,893***

Source: Urban Crossroads, 2022 (Appendix D)

Table E-2 shows the energy consumption for construction worker light-duty auto (LDA) vehicles and light-duty-trucks (LDT). As shown, construction worker trips would consume 39,147 gallons of gasoline.

Table E-2: Construction Worker Fuel Consumption Estimates

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023	LDA						
	Demolition	20	7	14.7	2,058	30.68	67
	Site Preparation	2	4	18.5	148	30.68	5
	Grading	4	5	18.5	370	30.68	12
	Building Construction	126	68	18.5	158,508	30.68	5,166
	LDT1						
	Demolition	20	4	14.7	1,176	24.14	49
	Site Preparation	2	2	18.5	74	24.14	3
	Grading	4	3	18.5	222	24.14	9
	Building Construction	126	34	18.5	79,254	24.14	3,283
	LDT2						
	Demolition	20	4	14.7	1,176	23.82	49
	Site Preparation	2	2	18.5	74	23.82	3
	Grading	4	3	18.5	222	23.82	9
	Building Construction	126	34	18.5	79,254	23.82	3,327

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2024	LDA						
	Building Construction	262	68	18.5	329,596	31.57	10,439
	LDT1						
	Building Construction	262	34	18.5	164,798	24.59	6,701
	LDT2						
	Building Construction	262	34	18.5	164,798	24.51	6,725
	LDA						
	Building Construction	32	68	18.5	40,256	32.57	1,236
	Paving	10	7	18.5	1,295	32.57	40
	Architectural Coating	20	14	18.5	5,180	32.57	159
	LDT1						
	Building Construction	32	34	18.5	20,128	25.11	801
	Paving	10	4	18.5	740	25.11	29
	Architectural Coating	20	7	18.5	2,590	25.11	103
	LDT2						
	Building Construction	32	34	18.5	20,128	25.24	798
	Paving	10	4	18.5	740	25.24	29
	Architectural Coating	20	7	18.5	2,590	25.24	103
					TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION		***39,147***

Source: Urban Crossroads, 2022 (Appendix D)

Table E-3 shows the fuel consumption by medium-heavy duty (MHDT) and heavy-heavy duty (HHDT) vendor and hauling vehicle trips during various construction phases of the Project. As shown, construction vendor and hauling would consume 17,248 gallons of fuel.

Table E-3: Construction Vendor & Hauling Fuel Consumption Estimates

Year	Construction Activity	Duration (Days)	Vendor/ Hauling Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023	MHDT						
	Demolition	20	1	6.9	138	8.30	17
	Site Preparation	2	1	10.2	20	8.30	2
	Grading	4	1	10.2	41	8.30	5
	Building Construction	126	13	10.2	16,708	8.30	2,014
	HHDT (Vendor)						
	Demolition	20	1	6.9	138	5.94	23

	Site Preparation	2	1	10.2	20	5.94	3
	Grading	4	1	10.2	41	5.94	7
	Building Construction	126	13	10.2	16,708	5.94	2,812
	HHDT (Hauling)						
	Demolition	20	4	20	1,600	5.94	269
	Grading	4	72	20	5,760	5.94	970
2024	MHDT						
	Building Construction	262	13	10.2	34,741	8.34	4,165
	HHDT (Vendor)						
	Building Construction	262	13	10.2	34,741	6.03	5,766
2025	MHDT						
	Building Construction	32	13	10.2	4,243	8.43	503
	HHDT (Vendor)						
	Building Construction	32	13	10.2	4,243	6.13	692
	TOTAL CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION						***17,248***

Source: Urban Crossroads, 2021 (Appendix D)

Construction of the Project would result in fuel consumption from the use of construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. There are no unusual Project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State. Therefore, construction-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

Operation

Once operational, the Project would generate demand for electricity, natural gas, as well as gasoline for fuel tanks. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances, 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.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City's administration of the 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. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); solar panels on each residential building; energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-4, vehicles and trucks traveling to and from the operational Project site would consume 152,474 gallons of fuel.

Table E-4: Total Project-generated Traffic Annual Fuel Consumption

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	32.57	1,843,785	56,615
LDT1	25.11	149,130	5,938
LDT2	25.24	751,521	29,777
MDV	20.54	566,367	27,572
LHDT1	16.22	106,228	6,551
LHDT2	15.27	28,874	1,891
MHDT	8.43	63,768	7,562
HHDT	6.13	64,704	10,555
OBUS	6.20	2,275	367
UBUS	4.86	1,157	238
MCY	42.15	77,592	1,841
SBUS	6.44	4,025	625
MH	5.77	16,977	2,941
TOTAL ANNUAL FUEL CONSUMPTION		***3,676,403***	***152,474***

MDV = Medium Duty Trucks; LHDT1 = Light-Duty Trucks (Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.); LHDT2 = Light-Duty Trucks (Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.); OBUS = Other Buses; UBUS = Urban Buses; MCY = Motorcycle; SBUS = School Bus; MH = Motorhome
Source: Urban Crossroads, 2022 (Appendix D)

As shown in Table E-5, the Project would result in an annual natural gas demand of 1,611,428 thousand British thermal units (kBTU) of natural gas, and approximately 630,160 kWh of electricity.

Table E-5: Project Annual Operational Energy Demand Summary

Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Apartments Mid Rise	1,611,428	630,160
Enclosed Parking with Elevator	0	0
Other Asphalt Surfaces	0	0
TOTAL PROJECT ENERGY DEMAND	***1,611,428***	***630,160***

Source: Urban Crossroads, 2022 (Appendix D)

As such, Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Therefore, impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. As previously discussed, the Municipal Code Chapter 15.18 requires that all new residential development comply with the California Green Building Standards, Title 24, Part 11 (CalGreen). CALGreen Code includes provisions related to insulation and design aimed at minimizing energy consumption. In addition, the proposed Project would be consistent with applicable plans related to

renewable energy and energy efficiency, including the implementation of solar energy. Implementation of the requirements are ensured through the City's development permitting process. As such, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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 off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The discussion below is based on the Report of Geotechnical Investigations, prepared by Soils Southwest, Inc, May 30, 2022 (Soils 2022) included as Appendix E and the Cultural and Paleontological Resources Assessment for The Grand Residential Project, prepared by Material Culture Consulting, May 2022 (MCC 2022) and included as Appendix B.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact. In 1972, the Alquist-Priolo Special Studies Zones Act was signed into law and renamed the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) in 1994. The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy access the trace of an active fault. The A-P Act requires the State Geologist (Chief of the California Geology Survey) to delineate "Earthquake Fault Zones" along with faults that are "sufficiently active" and "well-defined." The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The A-P Act dictates that cities and counties withhold development permits for sites within an Alquist-Priolo Earthquake Zone until geologic investigations demonstrate that the site zones are not threatened by surface displacements from future faulting.

The Project site does not contain and is not in the vicinity of an earthquake fault, is not affected by a state-designated AP Earthquake Fault Zone. According to the Geotechnical Report, the closest active faults are the San Andreas Fault, which is located approximately 5.2 miles northeast of the site, and the San Jacinto Fault, which is located approximately 4.5 miles southwest of the site (Soils 2022). Accordingly, the potential for ground rupture at the site is considered low. Thus, the proposed Project 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, and impacts would not occur.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The Project site is located within a seismically active region of Southern California. As mentioned previously, the San Andreas Fault is located approximately 5.2 northeast of the Project site and the San Jacinto Fault is located approximately 4.5 miles southwest of the Project site. Thus, moderate to strong ground shaking can be expected at the site. The amount of motion can vary depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), included in Municipal Code Chapter 15.04, C*alifornia Building Code*. In addition, PPP GEO-1 has been included to provide provisions for earthquake safety based on factors including occupancy type, the types of soils onsite, and the probable strength of the ground motion. 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. Because the proposed Project would be constructed in compliance with the CBC, the proposed Project would result in a less than significant impact related to strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to

identify, characterize, and correlate liquefaction susceptible soils.

Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

According to Redlands General Plan Figure 7-6, *Liquefaction,* the Project site is not located in an area mapped for liquefaction susceptibility; therefore, the potential for liquefaction to occur is low. Additionally, as discussed in the Geotechnical Investigation, historic groundwater levels are at least 50 feet below ground surface. Compliance with the CBC, as included as PPP GEO-1, would require specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that project structures would withstand the effects of seismic ground movement, including liquefaction and settlement. Compliance with the requirements of the CBC and City's Municipal Code for structural safety (included as PPP GEO-1) would reduce hazards from seismic-related ground failure, including liquefaction and settlement to a less than significant level.

iv. Landslides?

No Impact. Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

As described above, the Project site is located in a seismically active region subject to strong ground shaking. However, the site is located in a relatively flat and developed area. According to the San Bernardino Countywide Plan Policy Map HZ-2, *Liquefaction and Landslides,* the Project site is not located in an area mapped for landslide risk. Therefore, the Project would not cause potential substantial adverse effects related to slope instability or seismically induced landslides.

b) Result in soil erosion or the loss of topsoil?

Less Than Significant Impact. In its existing condition, the Project site is developed with a commercial building, stand-alone commercial building, parking lots, and ornamental vegetation. The Project would involve the demolition of the existing commercial uses and construction of a multi-family residential development on the Project site. During construction activities, soil would be exposed and there would be an increased potential for soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. The increased erosion potential could result in short-term water quality impacts.

As discussed in further detail in Section 10, *Hydrology and Water Quality*, the proposed Project would increase the impervious surface area on the Project site compared to existing conditions. This would change the volume of stormwater runoff generated from the Project site. However, since the Project site is relatively flat, soil erosion would be controlled via implementation of standard erosion control practices required by a Stormwater Pollution Prevention Plan (SWPPP) during construction (included as PPP WQ-1). Furthermore, the Project would implement SCAQMD Rule 403 (included as PPP AQ-1), which would limit wind erosion during Project construction.

Once developed, the Project's implementation would not increase the volume of runoff from the Project site because the proposed Project would include landscaped pervious surfaces intended to capture stormwater runoff, as well as new drainage infrastructure designed to accommodate the increase in stormwater runoff, which is further described in Section 10, *Hydrology and Water Quality*. In addition, implementation of the project requires City approval of a site-specific Water Quality Management Plan (WQMP), which would ensure that the City's Municipal Code, RWQCB requirements, and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant.

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?

Less Than Significant Impact. As described above, the Project site is relatively level, and does not contain nor is adjacent to any significant slope or hillside area. The Project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the Project.

Lateral spreading, a phenomenon associated with seismically induced soil liquefaction, is a display of lateral displacement of soils due to inertial motion and lack of lateral support during or post liquefaction. It is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface such as drainage or stream channel. According to the Geotechnical Investigation for the proposed Project, the depth of groundwater is anticipated to be at a depth of 50 feet or greater, therefore, the potential for liquefaction to occur is low to non-existent (Soils, 2022). Thus, the soils are not susceptible to lateral spreading and impacts related to liquefaction and lateral spreading would be less than significant.

Differential settlement or subsidence could occur if buildings or other improvements are built on low-strength foundation materials (including imported fill) or if improvements straddle the boundary between different types of subsurface materials (e.g., a boundary between native material and fill). Although differential settlement generally occurs slowly enough that its effects are not dangerous to inhabitants, it can cause building damage over time. Soils susceptible to seismically induced settlement typically include loose, granular materials.

According to the Geotechnical Investigation, near grade soils are considered collapsible in nature (Soils, 2022). With implementation of the requirements of the CBC, included as PPP GEO-1, the potential for settlement or collapse of soils is considered low. Therefore, compliance with the requirements of the CBC as identified in the site geotechnical design recommendations that would be reviewed by the City for appropriate inclusion, as part of the building plan check and development review process, would reduce potential impacts related to ground collapse to a less than significant level.

d) 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?

Less Than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Investigation performed an evaluation of the potential for expansive soils at the site and expansion index testing was performed on representative samples of the near surface soils which are anticipated to be within the zone of influence of the planned improvements. The Geotechnical Investigation found that the site soils have a very low expansion potential and all onsite soils and engineered fill soils would be required to meet CBC expansion index requirements, included as PPP GEO-1. As required by PPP GEO-1, specific engineering design recommendations would be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects of related to ground movement, including expansive soils. Thus, impacts related to expansive soils would be less than significant.

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?

No Impact. The Project would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils since the proposed Project would connect to existing public wastewater infrastructure.

Therefore, the Project would not result in any impacts related to septic tanks or alternative wastewater disposal methods.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated. As mentioned previously, the proposed Project is located on a previously disturbed site within an urbanized area of the City of Redlands. As discussed within the Cultural and Paleontological Resources Assessment prepared for the Project site, the site soils consist of younger and older surficial deposits, more specifically Holocene-age very young wash deposits (Qw), 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 San Timoteo Badlands area and the western portion of the City of Redlands have a high potential to produce significant paleontological resources.

A records search at the Natural History Museum of Los Angeles County did not identify any previous finds of vertebrate fossil localities within the Project site. However, records of vertebrate fossil localities have been found in other local sedimentary deposits similar to those that occur on the Project site. Previous finds include a vertebrate fossil locality from somewhat similar deposits is located approximately 8 to 10 miles south of the Project site. The locality came from the San Timoteo Formation and consisted of vertebrates belonging to the horse and camel family 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 Project site.

Therefore, Project-related excavations that extend down into older Quaternary deposits may encounter fossil vertebrates. As a result, Mitigation Measure PAL-1 is included to require that any substantial excavations below five feet be monitored to identify and recover any significant fossil remains. With implementation of Mitigation Measure PAL-1, impacts to paleontological resources would be less than significant.

Existing Plans, Programs, or Policies

PPP GEO-1: **California Building Code.** The Project is required to comply with the California Building Code (CBC) as included in the City's Municipal Code Chapter 15.04 to preclude significant adverse effects associated with seismic hazards. CBC related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.

PPP WQ-1: **SWPPP.** As listed below in Section 10, *Hydrology and Water Quality*.

Mitigation Measures

MM PAL-1: **Paleontological Resources.** Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Redlands Planning Department, or designee, from a qualified professional paleontologist pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology (SRV), stating that the paleontologist has been retained to

provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall also require paleontological monitoring pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the SRV for ground disturbing activities greater than five feet in depth within native soil, as determined by the Project paleontologist.

In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.

Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The discussion below is based on The Grand Greenhouse Gas Analysis, prepared by Urban Crossroads, June 13, 2022, included as Appendix F.

Technical Background

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses.

Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride[3]. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. These regulations require the use of alternative energy, such as solar power. The California Energy Commission passed a measure as an update to the state's 2019 Title 24, Part 6, Building Energy Efficiency Standards, which requires that all new homes under three stories high install solar panels starting January 1, 2020, and that solar systems must be sized to net out the annual kWh energy usage of the dwelling[4]. All new residential projects under three stories, including the proposed project, are required to comply with these new standards.

GHG Thresholds

The City of Redlands has an adopted Climate Action Plan (CAP), which was adopted December 5, 2017, however the CAP does not itself establish a numeric threshold of significance for determining impacts with respect to GHG emissions. Notwithstanding, the City has utilized a screening threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year to determine if a potential GHG related impact would

[3] Section 38505(g), Health and Safety Code; and Section 21083.05, Public Resources Code
[4] 2019 California Energy Code, Title 24, Part 6, Section 110.10(b), https://codes.iccsafe.org/content/CAEC2019/subchapter-2-all-occupancies-mandatory-requirements-for-the-manufacture-construction-and-installation-of-systems-equipment-and-building-components

occur from a project. This approach is a widely accepted screening threshold used by the City of Redlands and numerous agencies in the SCAB.

In addition, SCAQMD methodology for Project's construction are to average them over 30-years and then add them to the Project's operational emissions to determine if the Project would exceed the screening values listed above.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. GHG emissions associated with Project construction would occur over the short term and would consist primarily of emissions from equipment exhaust. Long-term regional emissions would also be associated with new vehicular trips and stationery-source emissions (i.e., natural gas used for heating and electricity usage for lighting). The calculations presented below include construction emissions in terms of annual CO_2e GHG emissions from increased energy consumption, water usage, and solid waste disposal, as well as estimated GHG emissions from vehicular traffic that would result from implementation of the proposed Project.

As discussed previously, during construction of the proposed Project, GHGs would be emitted through the operation of construction equipment, as well as emissions from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

During operations, the Project would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Mobile-source emissions of GHGs would include project generated vehicle trips associated with resident trips to and from the project site. Area-source emissions would be associated with activities such as landscaping and maintenance of proposed land uses, natural gas for cooking and heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed use.

The annual GHG emissions associated with the operation of the proposed Project are estimated to be approximately 1,643.84 MT CO2e/yr as summarized in Table GHG-1. This would be below the 3,000 MTCO2e threshold used by the City of Redlands. As such, a less than significant impact related to greenhouse gas emissions would result from the Project.

Table GHG-1: Total Project GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	R	Total CO_2e
Annual construction-related emissions amortized over 30 years	33.10	1.67E-03	1.33E-03	0.03	33.67
Mobile Source	1,337.00	0.06	0.06	22.29	1,360.00
Area Source	38.80	<0.005	<0.005	-	38.90
Energy Source	185.00	0.02	<0.005	-	186.00
Water Usage	8.48	0.20	<0.005	-	14.90
Waste	2.91	0.29	0.00	-	10.20
Refrigerants	-	-	-	0.17	0.17
Total CO_2e (All Sources)	**1,643.84**				

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The Project's consistency with SB 32 (2017 Scoping Plan) and the City's CAP are described below.

SB 32/2017 Scoping Plan Consistency. The 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. As summarized in Table GHG-2, the Project will not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories.

Table GHG-2: 2017 Scoping Plan Consistency Summary

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	**Consistent.** This measure is not directly applicable to development projects, but the proposed Project would use energy from Southern California Edison (SCE), which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources.
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 Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with the current Building and Energy Efficiency Standards and the current California Green Building Standards requirements. The proposed Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
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.		
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.** These are CARB enforced standards; vehicles that access the Project that comply with the standards will comply with the strategy.
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.		**Consistent.** These are CARB enforced standards; vehicles that access the Project that comply with the standards will comply with the strategy.

Action	Responsible Parties	Consistency
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		**Consistent.** These are CARB enforced standards; vehicles that access the Project that comply with the standards will comply with the strategy
Medium- and Heavy-Duty GHG Phase 2.		**Consistent.** These are CARB enforced standards; vehicles that access the Project that comply with the standards will comply with the strategy
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% 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.		**Not applicable.** This measure is not within the purview of this Project.
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% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		**Not applicable.** This Project is not responsible for implementation of SB 375 and would therefore not conflict with this measure.
Further reduce vehicle miles traveled (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."		**Not applicable.** This Project is not responsible for implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	**Not applicable.** The Project is not within the purview of SB 375 and would therefore not conflict with this measure.
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),	**Not applicable.** Although this is directed towards CARB and Caltrans, the proposed Project would be designed to promote and support pedestrian activity on-site and in the Project area by providing pedestrian access from the Project site to nearby commercial uses.

Action	Responsible Parties	Consistency
	California Transportation Commission (CTC), Caltrans	
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	**Not applicable.** This Project is not responsible for developing 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	When adopted, this measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector.
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.		**Not applicable.** This measure is not within the purview of this Project.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	LCFS, with an increased stringency (18% by 2030). When adopted, this measure would apply to all fuel purchased and used by the Project in the state.
Implement the Short-Lived Climate Pollutant Strategy by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	When adopted, the Project would be required to comply with this measure and reduce SLPS accordingly.
50% reduction in black carbon emissions below 2013 levels.		**Not applicable.** This measure is not within the purview of this Project.
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	**Not applicable.** This measure is not within the purview of this Project.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	When adopted, the Project would be required to comply with the Cap-and-Trade Program if it generates emissions from sectors covered by Cap-and-Trade.
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	**Not applicable.** This measure is not within the purview of this Project.

Action	Responsible Parties	Consistency
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		**Not applicable.** This measure is not within the purview of this Project.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		**Not applicable.** This measure is not within the purview of this Project.
Establish scenario projections to serve as the foundation for the Implementation Plan		**Not applicable.** This measure is not within the purview of this Project.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	**Not applicable.** This measure is not within the purview of this Project.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	**Not applicable.** This measure is not within the purview of this Project.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	**Not applicable.** This measure is not within the purview of this Project.

Consistency with the Redlands CAP. The City of Redlands adopted its CAP in December 2017. The CAP did not identify any required measure to achieve the 2030 emission targets. However, the CAP did recommend several measures that would achieve GHG reductions including providing solar photovoltaic systems, increasing energy efficiency 5 percent over 2016 standards, and using high efficiency lighting, and reducing GHG emissions associated with water delivery and treatment by 10 percent In support of these measures the Project would increase energy efficiency approximately 30 percent over 2016 standards primarily through high efficiency of lighting. Additionally, the Project would comply with CALGreen indoor water requirements, which represent a 20 percent reduction in water use, and the Redlands's Model Water Efficient Landscape Ordinance (MWELO), which would reduce outdoor water use. Thus, the Project would not obstruct the City of Redlands CAP GHG reduction and would therefore have a less than significant impact.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) 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 it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) 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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The discussion below is based on the Phase I Environmental Site Assessment, prepared by Force Environmental, November 13, 2015, included as Appendix G.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. A hazardous material is defined as any material that, due to its 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 environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction

The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements, which the project construction activities are required to strictly adhere to. These regulations include: the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, the routine transport, use or disposal of hazardous materials during construction activities of the project would be less than significant.

Operation

The Project involves construction of 146 multi-family residential units. Residential uses typically do not present a hazard associated with the accidental release of hazardous substances into the environment because residents are not anticipated to use, store, dispose, or transport large volumes of hazardous materials. Typically used hazardous materials include solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities within the residential building. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the Project. Therefore, the Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

b) 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?

Less Than Significant Impact.

Construction

Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of best management practices (BMPs) during construction are implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit (and included as PPP WQ-1). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Asbestos-Containing Materials. The use of asbestos-containing materials (a known carcinogen) and lead paint (a known toxin) was common in building construction prior to 1978 (the use of asbestos-containing materials in concrete products was common through the 1950s). Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the federal Environmental Protection Agency (EPA). Federal asbestos requirements are found in the Code of Federal Regulations (CFR) Title 40, Part 61, Subpart M, and are enforced in the project area by the SCAQMD. SCAQMD Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities.

Based on the age of the onsite buildings, it is possible that asbestos-containing building materials are present in the existing structures on the Project site. As a result, asbestos surveys and abatement would be required prior to demolition of the existing building pursuant to the existing SCAQMD, Cal/OSHA, and Section 19827.5 of the California Health and Safety Code requirements.

SCAQMD Rule 1403 requires notification of the SCAQMD prior to commencing any demolition or renovation activities that involve asbestos containing materials. Rule 1403 also sets forth specific procedures for the removal of asbestos and requires that an onsite representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of asbestos-containing materials. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related grading, clearing and demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with asbestos-containing materials. With compliance with AQMD Rule 1403, potential impacts related to asbestos being released into the environment would be less than significant.

Lead Based Paint. Based on the age of the existing commercial buildings, it is also possible that lead-based paint may be present. Pursuant to existing regulations, a lead-based paint survey shall be completed prior to any activities with the potential to disturb suspected lead based painted surfaces. The regulations specify actions to manage and control exposure to lead-based paint (per the Code of Federal Regulations Title 29, Section 1926.62 and California Code of Regulations Title 8 Section 1532.1) that cover the demolition, removal, cleanup, transportation, and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring and compliance to ensure the safety of construction workers exposed to lead-based materials. In addition, Cal/OSHA's Lead in Construction Standard requires the project to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. Cal/OSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed. With compliance to the Cal/OSHA requirements, potential impacts related to lead-based paint being released into the environment would be less than significant.

Operation

Operation of the proposed multi-family residences and associated recreational areas involve use and storage of common hazardous materials such as paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides. Normal routine use of these typical commercially used products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity of the Project.

c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. As described previously, the proposed multi-family residential Project would not produce hazardous emissions or handle acutely hazardous materials, substances, or wastes. The nearest schools to the Project site are McKinley Elementary School located at 645 W. Olive Avenue, which is 0.54-mile from the Project site, and Redlands High School located at 840 E. Citrus Avenue, which is 0.7-mile from the Project site. As such, the Project site is not located within one-quarter mile of any existing or proposed

schools. Therefore, the Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of a school and impacts would be less than significant.

d) 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 it create a significant hazard to the public or the environment?

Less than Significant Impact. According to the California Department of Toxic Substances Control (DTSC) EnviroStor database, the Project site is not located on a federal Superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site (DTSC 2022). Additionally, according to the State Water Resource Control Board's Geotracker database, the Project site is not located on a Leaking UST Cleanup Site, Cleanup Program Site, Military Cleanup Site, Military Privitized Site, or Military UST site (SWRCB 2022). Therefore, the proposed Project would result in less than significant impacts related to a known hazardous materials site pursuant to Government Code Section 65965.5 and would not create a significant hazard to the public or the environment.

e) For a project 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?

No Impact. The proposed Project is not within an airport land use plan. The nearest airport to the Project site is Redlands Municipal Airport, approximately 2.45 miles to the southwest. According to the Figure 7-7: Airport Hazards, within the City's General Plan, the Project site is not within a A: Runway Protection Zone, B1: Approach/Departure Zone, B2: Extended Approach/Departure Zone, C: Common Traffic Pattern, D: Other Airport Environ, or within an Area of Special Compatibility Concern. Additionally, the proposed multi-family residential development would be a maximum of four stories and approximately 55 ft in height at the parapet. Thus, the residential development would not be of a sufficient height to require modifications to the existing air traffic patterns at the airport and would not affect aviation traffic levels or otherwise result in substantial aviation-related safety risks. Therefore, the proposed Project would not result in an impact to an airport land use plan and would not result in a safety hazard or excessive noise for people residing or working in the Project area.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of new driveways and connections to existing infrastructure systems that would be implemented during construction of the proposed Project would not require full closure of Eureka Street, Third Street, or Redlands Boulevard. Any temporary lane closures needed for utility connections or driveway construction would be required to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less than significant level.

Operation

Direct access to the Project site would be provided from driveways along Eureka Street and Third Street. The Project driveways and internal access would be required through the City's permitting procedures to meet the City's design standards to ensure adequate emergency access and evacuation. Additionally, the

drive aisles would be a minimum of 20-feet-wide, which would ensure adequate spacing for emergency access and evacuation. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Fire Department and/or Public Works Department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included as Municipal Code Chapter 15.20, *Fire Code*. As such, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project site is within an urbanized area of the City of Redlands. The Project site is bounded by Redlands Boulevard to the south, Third Street to the east, Eureka Street to the west, and a commercial use to the north. The Project site is not adjacent to any wildland areas. According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022). As a result, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Existing Plans, Programs, or Policies

PPP WQ-1: SWPPP. As listed below in Section 10, *Hydrology and Water Quality*.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) 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:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
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	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The discussion below is based on the Preliminary Water Quality Management Plan, prepared by Hicks & Hartwick, Inc., July 2019 (Hicks 2019), included as Appendix H.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The proposed Project involves demolition of the existing commercial building, pavement, infrastructure, and construction of a multi-family residential development on the Project site.

Construction

Construction of the Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Pollutants of concern during Project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants, such as chemicals, liquid and petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste, could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters.

Construction of the Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a stormwater pollution prevention plan (SWPPP) that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction Best Management Practices (BMPs) such as:

- Maximize the permeable area,
- Incorporate landscaped buffer areas,
- Maximize canopy interception with drought tolerant landscaping
- Low flow infiltration within sand filter zones
- Site design with minimum design standards
- Landscape design with minimum to no impervious surfaces
- Isolated roof run-off into proposed Treatment Control Facility

Adherence to the Construction General Permit requirements and implementation of the appropriate BMPs as ensured through the City's construction permitting process are included as PPP HYD-1, which would ensure that the Project would not violate any water quality standards or waste discharge requirements. Potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The proposed Project would include operation of multi-family residences, which would introduce the potential for pollutants such as, chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with the County of San Bernardino and the NPDES Areawide Stormwater Program, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. The proposed Project would install an onsite storm drain system that would convey runoff to a pre-treatment unit then to an underground drywell system. This system would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). The additional types of BMPs that would be implemented as part of the proposed project are listed in Table HYD-1.

Table HYD-1: Types of BMPs Incorporated into the Project Design

Type of BMP	Description of BMPs
LID Site Design	Optimize the site layout: The site has been designed so that runoff from impervious surfaces would flow to landscaping areas or to the pre-treatment unit then to the underground drywell system.
	Use pervious surfaces: Planter boxes are incorporated into the Project design to increase the amount of pervious area and onsite retention of stormflows.
Source Control	Storm Drain Stenciling: All inlets/catch basins would be stenciled with the words "No Dumping – Drains to River," or equivalent message.
	Need for future indoor & structural pest control: The buildings would be designed to avoid openings that would encourage entry of pests to minimize the use of pesticides.
	Landscape/outdoor pesticide use: Final landscape plans would accomplish all of the following: • Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution. • Consider using pest-resistant plants, especially adjacent to hardscape. • To ensure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions
	Roofing, gutters and trim: The architectural design would avoid roofing, gutters, and trim made of copper or other unprotected metals that may leach into runoff.
	Sidewalks and parking lots: Sidewalks and parking lots shall be swept regularly to prevent the accumulation of litter and debris. Debris from pressure washing would be collected to prevent entry into the storm drain system. Wash water containing any cleaning agent or degreaser would be collected and discharged to the sanitary sewer and not discharged to a storm drain.
Treatment Control	The pre-treatment unit and drywell system proposed for the Project would detain runoff, filter it prior to discharge.

With implementation of the operational source and treatment control BMPs that are outlined in the preliminary WQMP (Appendix H) that would be reviewed and approved by the City during the project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed project would not substantially degrade water quality. Therefore, impacts would be less than significant.

b) 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. The proposed Project would not deplete groundwater supplies. The Project site is underlain by the Bunker Hill Subbasin and Yucaipa Subbasin. The City extracts water from the Bunker Hill Subbasin and Yucaipa Subbasin (UWMP 2020). As of 2020, the groundwater from Bunker Hill totals 48.4 percent and the groundwater from Yucaipa Subbasin totals 1.1 percent of the City's annual water production. Water pumping from the Bunker Hill Subbasin is adjudicated, which limits the allowable

groundwater extraction to ensure a safe yield. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the Project would not pump water from the Project area (as water supplies would be provided by the City), the proposed Project would not result in a substantial depletion of groundwater supplies.

In addition, development of the proposed Project would result in 63,074.48 square feet of impervious surfaces on the Project site. However, the Project would install an onsite storm drain system that would convey runoff to a drywell system within the parking area. In addition, the Project includes areas of landscaping that would infiltrate stormwater onsite. Stormwater capture would be compliant with the Design Capture Volume (DCV) requirements of the San Bernardino County Stormwater Program through the implementation of infiltration and biotreatment. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The proposed Project would have a less than significant impact.

c) 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:

i. result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. As described previously, existing regulations require the project to implement a project specific SWPPP during construction activities, that would implement erosion control BMPs, such as silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. to reduce the potential for siltation or erosion during Project construction. In addition, the Project is required to implement a WQMP, included as PPP HYD-2, that would provide operational BMPs to ensure that operation of the multi-family residences would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation onsite or off-site would be less than significant.

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less Than Significant Impact. As discussed previously, the Project would install an onsite storm drain system that would convey runoff to planter boxes or to an underground drywell system that would capture and filter runoff. These drainage facilities have been designed to accommodate the Project. The drainage facilities in drainage management area (DMA) 1 of the site have been designed to accommodate 5,799 cubic feet of stormwater, DMA 2 has been designed to accommodate 390 cubic feet of stormwater (Hicks, 2019). Additional stormwater capture and treatment methods such as biotreatment would be applied to comply with San Bernardino County Stormwater Program requirements. As such, impacts related to flooding resulting from alteration of drainage patterns would be less than significant.

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

Less Than Significant Impact. As discussed previously in Response 6.3.10(a), construction of the proposed Project has the potential to introduce pollutants to the storm drainage system from erosion, siltation, and accidental spills. However, as required by PPP HYD-1, a SWPPP would be implemented to reduce potential impacts to water quality, including those impacts associated with soil erosion, siltation, and spills, so as not to provide additional sources of polluted runoff to the storm drain system. Therefore, construction impacts related to the provision of substantial additional sources of polluted runoff would be less than significant, and no mitigation is required.

The Project would install new storm drain lines throughout the site. Additionally, the Project would install multiple planter boxes for stormwater infiltration and an underground drywell system within the parking

area. These drainage facilities have been designed to accommodate the Project and would reduce potential additional sources of polluted runoff to a less than significant level.

iv. impede or redirect flood flows?

Less Than Significant Impact. According to the applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Flood Map, the Project site is located in Flood Zone AO, which means the Project site has the potential for shallow flooding during 100-year storm events. Since the proposed Project is partially within Zone AO, it must comply with Municipal Code Chapter 15.32, *Flood Damage Prevention*. Compliance measures include constructing occupiable building floors at least 2 feet above the estimated 100-year flood level to limit impacts from flooding. The proposed Project would construct living areas 3 feet above the existing grade level in order to comply with Municipal Code Chapter 15.32. With compliance with Municipal Code Chapter 15.32, the proposed Project would not impede or redirect flood flows and impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. According to the FEMA FIRM, the Project site is located in Flood Zone AO, which means the Project site has the potential for shallow flooding during 100-year storm events. Since the proposed Project is partially within Zone AO, it must comply with Municipal Code Chapter 15.32, *Flood Damage Prevention*. With compliance with Municipal Code Chapter 15.32, the proposed Project would not risk release of pollutants due to Project inundation and impacts would be less than significant.

Tsunamis are generated ocean wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The proposed Project is approximately 50 miles from the ocean shoreline. Based on the inland location of the Project site, the Project site is not at risk of inundation from tsunami. Therefore, the proposed Project would not risk release of pollutants from inundation from a tsunami and no impacts would occur.

A seiche is a phenomenon that occurs when seismic ground shaking induces standing waves inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. The Project site is not located adjacent to any water retention facilities. For this reason, the Project site is not at risk of inundation from seiche waves. Therefore, the proposed Project would not risk release of pollutants from inundation from seiche and no impacts would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Project site is fully developed, and the proposed Project would result in an increase of impervious surfaces. As described above, the proposed storm drain system is sized to adequately accommodate increased stormwater flows from the Project area and would maintain the existing drainage pattern of the site. Runoff would discharge into the onsite underground drywell system or planter boxes, which would retain, slow, and/or filter the runoff before its discharge through new storm drain connections to the existing storm drain infrastructure.

As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed project would not obstruct implementation of a water quality control plan.

Also as described previously, groundwater is adjudicated, which limits the allowable groundwater extraction to ensure a safe yield. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the Project would not pump water from the project area (as water supplies would be provided by the City), the proposed Project would not conflict with or obstruct a groundwater management plan, and impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP HYD-1: Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) pursuant to the Municipal Code Chapter 13.54, *Storm Drains*. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Redlands staff or its designee to confirm compliance.

PPP HYD-2: Prior to grading permit issuance, the project developer shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The project shall comply with the City's Municipal Code Section 13.54, *Storm Drains,* and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the Project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) 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?	☐	☐	☒	☐

a) Physically divide an established community?

No Impact. The Project site is currently developed with a commercial building and parking lot within an urbanized portion of the city surrounded by commercial, public institution, and residential uses. The proposed Project consists of infill development and would develop the site to provide a multi-family residential development with 146 multi-family dwelling units, recreational areas, and associated parking. The Project would not physically divide an established community and would be consistent with the mixed-use character of the surrounding Downtown Redlands area. In addition, the Project would not change roadways, pedestrian bridges, or install any infrastructure that would result in a physical division. Thus, the proposed Project would not result in impacts related to physical division of an established community.

b) 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. The documents regulating land use for the Project site and immediate vicinity are the City's General Plan and the Downtown Specific Plan. The proposed Project's relationship to these planning documents is described below.

Downtown Specific Plan. The Project site has a Specific Plan designation of SP45/TC-H, which allows for development at up to a 2.0 FAR maximum and has a maximum building height limit of 55 feet. The Project would include a Specific Plan Amendment of the Downtown Specific Plan to increase maximum building height to four stories. The Downtown Specific Plan does not have the purpose of avoiding or mitigating an environmental effect.

General Plan. The Project site has a General Plan designation on Commercial. Additionally, the entire Project site is within the Transit Villages overlay. These General Plan designations do not have the purpose of avoiding or mitigating an environmental effect.

The proposed Project is a multi-family development with a FAR of 2.0. The Commercial designation allows for residential development, which the Project would be consistent with.

Table LU-1: General Plan Consistency

General Plan Policies	Project Consistency
Distinctive City	
2-A.8 Insist on high-quality development and revitalization in older neighborhoods, such as the Orange Street and Colton Avenue commercial corridors, that is sensitive to historic architecture, and provides a broad range of retail, restaurants,	**Consistent.** The Project would develop the underutilized, infill site with a multi-family development. Project development includes design features to ensure sensitivity to surrounding historical architecture.

professional services, and offices that meet the community's needs. Build a sense of community in these commercial areas.	
2-A.10 Permit densities, design, and uses that will help preserve the character and amenities of existing neighborhoods.	**Consistent.** The Project would develop the underutilized, infill site with a multi-family residential development. The Project would result in a residential density of 98.7 du/ac. The proposed density would be consistent with the Redlands General Plan Transit Villages Overlay as it would promote higher density uses in areas with access to the Arrow Line. Additionally, the Project would be consistent with the mixed-use nature of the Downtown Redlands area.
2-A.18 Promote a safe and secure environment near transit stations through design, adjacent land use considerations, public space programming, and coordination with public safety providers.	**Consistent.** The Project would be reviewed by the City of Redlands Police Department and City of Redlands Fire Department to ensure that accurate safety measures are provided, including security lighting and parking structure lighting.
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.** The Project site is currently developed with a commercial retail building that was constructed in 1975. The building has historically operated and currently operates as a furniture storeroom. Based on the age of the onsite building, a Historical Resource Assessment was prepared for the Project. Under CRHR Criterion 1, the onsite building represents a commercial development in the City of Redlands during a time of rapid suburban growth following the postwar population boom in California. It is one of many commercial buildings constructed in the area between 1950 and 1980. While the existing building is associated with this period in Redlands's history, the site lacks sufficient significance to be found eligible under CRHR Criterion 1. The building was not identified as maintaining an association with the lives of persons significant in national, state, or local history, and does not appear eligible under CRHR Criterion 2. The building was constructed in 1975 as a furniture showroom and has not been significantly altered since that time, but the building's design and construction is very common for the period and does not exhibit any distinguishing features or design elements. Therefore, it is ineligible under CRHR Criterion 3. Additionally, further study of the building is not likely to yield information important in prehistory or history of the local area. It is not eligible under CRHR Criterion 4 (Urbana 2022). Therefore, the Historical Resource Assessment concluded that the property is not eligible for inclusion on the CRHR or eligible for local listing. Therefore, the onsite building does not meet the definition of a historical resource pursuant to CEQA. Thus, impacts related to historic resources would be less than significant.
2-A.35 Establish standards for the evaluation of exterior lighting for new development and redevelopment to ensure that exterior lighting	**Consistent.** The proposed Project would include exterior lighting in the public open space and surrounding the Project building. All 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.	will be property shielded and concealed to reduce light pollution.
2-A.71 Using an annually updated Archaeological Resource Sensitivity Map, review proposed development projects to determine whether a site contains known prehistoric or historic cultural resources and/or to determine the potential for discovery of additional cultural resources. **2-A.72** Require that applicants for projects identified by the South Coastal Information Center as potentially affecting sensitive resource sites hire a consulting archaeologist to develop an archaeological resource mitigation plan and to monitor the project to ensure that mitigation measures are implemented. **2-A.73** Require that areas found during construction to contain significant historic or prehistoric archaeological artifacts be examined by a qualified consulting archaeologist (RPA certified) or historian for appropriate protection and preservation.	**Consistent.** As discussed in Section 6.5, *Cultural Resources,* a review of the SCCIC was conducted. As described previously, the Project site has been previously disturbed from various past uses that involve grading, installation of utility infrastructure, and building construction. However, due to the potential presence of the subsurface remains of the historic Redlands Chinatown, the potential for archaeological resources onsite is considered low to moderate. However, Mitigation Measure CUL-1 has been included to require an Archaeological Testing and Data Recovery Program to ensure the Project would not result in significant impacts to potential subsurface archaeological resources. Mitigation Measure CUL-1 requires retention of an archaeologist that would prepare an Archaeological Testing and Data Recovery Program to be implemented after existing structure are demolished and prior to Project-related ground disturbance. Following development of the Archaeological Testing and Data Recovery Plan, archaeological testing will occur ahead of Project-related ground disturbance to identify the presence, or lack, of archaeological resources within the Project area. Should any potentially significant archaeological deposits be identified during testing efforts, an archaeological data recovery program will be implemented. Additionally, Mitigation Measure CUL-2 requires archaeological monitoring during initial grading and ground disturbance. With implementation of Mitigation Measure CUL-1 and Mitigation Measure CUL-2, impacts related to archaeological resources would be less than significant.
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.	**Consistent.** As discussed in Section 6.18, *Tribal Cultural Resources,* in compliance with AB 52 and SB 18 requirements, on April 26 2022, the City sent letters to the following Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity. Additionally, on September 11, 2020, Material Culture Consulting requested a Sacred Lands File (SLF) search from the Native American Heritage Commission. On September 14, 2020, the NAHC responded that the SLF search

	yielded positive results for known tribal cultural resources or sacred lands within a 1-mile radius of the Project site. The Gabrieleno Band of Mission Indians – Kizh Nation and Agua Caliente Band of Cahuilla Indians requested consultation regarding the proposed Project. Agua Caliente deferred to the Gabrieleno Band of Mission Indians – Kizh Nation The Gabrieleno Band of Mission Indians – Kizh Nation considers the area sensitive for cultural resources. Although no information for site specific tribal cultural resources was provided (and there are no known tribal cultural resources on or adjacent to the Project site), the consulting tribe requested inclusion of mitigation due to the potential of the Project to unearth previously undocumented tribal cultural resources during construction. Mitigation Measures TCR-1 through TCR-3 have been included to require Native American monitoring of excavation and grading activities to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities.
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.	**Consistent.** As discussed in Section 6.3.7, *Geology and Soils,* soils underlying the Project site consist of younger and older surficial deposits, more specifically Holocene-age very young wash deposits (Qw), old alluvial-fan deposits, Unit 3 (Qof3), and very old axial-valley deposits, Unit 3 (Qvoa3). While the younger deposits typically do not contain significant vertebrate fossils within the uppermost layers, it is likely there are underlaying sediments of older Quaternary deposits. As such, MM PAL-1 is included to require paleontological monitoring and preparation of a PRMP. With implementation of MM PAL-1, impacts would be less than significant.
2-A.76 Establish a procedure for the management of paleontological materials found on-site 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.	
Prosperous Economy	
3-A.37 Ensure adequate parking Downtown and efficiency in traffic flow to enable the continued revitalization of the commercial core	**Consistent.** The Project would include a parking garage for resident with approximately 183 parking spaces.

Livable Community	
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.	**Consistent.** The proposed Project would develop an underutilized site within Downtown and would not affect any agricultural land within the City as the existing Project site is developed with a commercial furniture store.
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.	**Consistent.** The proposed Project would be scaled and designed to be compatible with the Downtown architectural styles within the City including Spanish Mission and 19th Century, and Mediterranean Style Contemporary.
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 Project would include 146 multi-family dwelling units located Downtown which would be accessible to transit.
4-A.13 Permit densities, design, and uses that will help preserve the character and amenities of existing older neighborhoods.	**Consistent.** As mentioned previously, the proposed Project would be scaled and designed to be compatible with the Downtown historic architectural styles within the City including Spanish Mission and 19th Century, and Mediterranean Style Contemporary.
4-A.95 Promote infill development to create a continuous corridor of mixed-use and commercial activity.	**Consistent.** The proposed Project would be an infill development that would develop an underutilized site with multi-family dwelling units and amenity areas.
4-A.98 Create greater opportunity to intensify and consolidate land uses on adjacent parcels and connect existing assets through infill development.	**Consistent.** The proposed Project would consist of an infill development that would develop an underutilized site with a multi-family development that would be similar to the surrounding uses.
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.** The proposed Project would undergo plan checks that would allow for Police and Fire review to ensure building and site design safety requirements are met.
Connected City	
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.	**Consistent.** The proposed Project would be designed to include sidewalks to facilitate pedestrian accessibility to and from the Project site. The Project would undergo City review which would ensure appropriate emergency vehicle access and circulation is provided.
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,	**Consistent.** The proposed Project include two ingress-egress driveways, one along Eureka Street and one along Third Street. The Project would undergo City review to ensure adequate emergency access is provided throughout the Project site.

adequate turning radius, and other requirements per the California Fire Code.	
5-A.68 Provide for direct pedestrian paths and access from new developments to the nearest public transportation stop.	**Consistent.** Omnitrans Routes 8 and 19 have stops within 100 feet from the Project site on Redlands Boulevard. New sidewalks would be provided along Eureka Street, Redlands Boulevard, and Third Street which would provide access to the bus stop and connect to existing sidewalks.
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.	**Consistent.** As mentioned previously, a parking garage would be provided for residents with 183 spaces, which would be adequate for residents and guests.
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.	**Consistent**. The proposed Project would undergo City review to ensure that the Project meets the minimum parking requirements. Pursuant to City of Redlands Ordinance No. 2930, the Project would require 146 parking spaces. The Project would include 183 parking spaces onsite and would not result in off-site parking.
Vital Environment	
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.** The proposed Project would include low impact development strategies, BMPs, pervious paving materials, and on-site infiltration for treating and reducing stormwater runoff as discussed in the WQMP included as Appendix H.
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.	**Consistent.** A preliminary WQMP was prepared for the Project and is included as Appendix H. The hydrology report ensures that post-development peak stormwater runoff discharge rates would not exceed the estimated pre-development rates.
Healthy Community	
7-A.75 Consider the impacts to health and safety from potential flooding on future development in flood-prone areas, including Downtown Redlands. Ensure that new development follows appropriate design standards.	**Consistent.** The Project has been designed to reduce flooding impacts by including landscaping throughout the site. Additionally, the building would be designed to be above the flood line in order to minimize impacts related to flooding. Living areas would be raised three feet above the current site grade to limit flooding impacts.
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	**Consistent.** The proposed Project would undergo City review which includes Redlands Fire Department review. The Fire Department would ensure the Project complies with all fire safety regulations.
7-A.107 Continue to restrict development within Alquist-Priolo Earthquake Fault Zones and along other active and potentially active faults that have not yet received Alquist-Priolo classification	**Consistent.** The proposed Project is not within an Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo Earthquake Fault Zone is approximately 2.7 miles to the northeast. In addition, the Project would comply with Title 24 of the California Building Code as included in Chapter 15.04, *California Building Code,* of the City's Municipal Code.

7-A.109 Require areas identified as having significant liquefaction potential (including secondary seismic hazards such as differential compaction, lateral spreading, settlement, rock fall, and landslide) to undergo geotechnical study prior to development and to mitigate the potential hazard to a level of insignificance or, if mitigation is not possible, to preserve these areas as open space or agriculture.	**Consistent.** A geotechnical report was prepared for the proposed Project included as Appendix E. Based on the geotechnical report, the proposed Project site is not located within an area identified as having liquefaction potential.
7-A.114 For new construction and exterior building expansions including multistory additions or lateral expansions as deemed appropriate by the City Building Department, require the preparation of a geotechnical/soils/geologic report by a registered civil geotechnical/soils engineer and a certified engineering geologist. This report shall address erodible or expansive and collapsible soils, existing or potential landslides, areas with unsuitable percolation characteristics, large-scale subsidence, non-rippable bedrock areas, ground motion parameters, active/potentially active faulting, liquefaction, and any other geotechnical concepts as appropriate, and make recommendations for mitigating any potential adverse impacts.	**Consistent.** As mentioned above, a geotechnical report was prepared for the proposed Project included as Appendix E. The geotechnical report addresses geologic concerns on the site and provides recommendations for Project grading and construction.
7-A.115 Require soil erosion mitigation during construction.	**Consistent.** The proposed Project would include preparation of a SWPPP to mitigate any potential soil erosion during construction.
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.	**Consistent**. The proposed Project would redevelop the site with a multi-family residential development. As discussed in Section 6.3.9, *Hazards*, the Project site does not contain any contaminated soils.
7-A.124 Prohibit the development of projects that would reasonably be anticipated to emit hazardous air emissions or handle extremely hazardous substances within a quarter mile of a school.	**Consistent.** The proposed Project would develop 146 multi-family residential units. The proposed Project would not emit hazardous air emissions or handle extremely hazardous substances. In addition, the closest schools are McKinley Elementary School, located approximately 0.55 miles south of the Project site, and Redlands High School, located approximately 0.63 miles southeast of the Project site.
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.	**Consistent.** A noise study was prepared for the proposed Project included as Appendix I. As demonstrated by the Noise Impact Analysis, the Project would satisfy the City of Redlands 45 dBA CNEL residential interior noise level standards, which would be verified as a part of the permit issuance and building plan check process.
7-A.136 Require a noise analysis be conducted for all development proposals located where projected	**Consistent**. As mentioned above, a noise study was prepared for the proposed Project included as

noise exposure would be other than "clearly" or "normally compatible" as specified in Table 7-10	Appendix I. As demonstrated by the Noise Impact Analysis, the Project would satisfy the City of Redlands 45 dBA CNEL residential interior noise level standards, which would be verified as a part of the permit issuance and building plan check process.
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.	**Consistent.** The proposed Project would not exceed noise levels that exceed the standards set forth in Table 7-10. As demonstrated by the Noise Impact Analysis, the Project would satisfy the City of Redlands 45 dBA CNEL residential interior noise level standards, which would be verified as a part of the permit issuance and building plan check process.
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.** The proposed Project would be consistent with the noise standards set by the City's Municipal code. As discussed in Section 6.3.13, *Noise*, projected construction and operational noise levels at surrounding sensitive receptors, including nearby residences, would be within allowable limits.
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.	**Consistent.** As discussed in Section 6.3.3, *Air Quality,* the proposed Project would minimize short-term impacts to air quality and impacts related to air quality during construction would be less than significant. In addition, a SWPPP would be prepared for the proposed Project in compliance with City requirements.
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.	**Consistent.** The proposed Project would include landscaping along the boundaries of the site and throughout the Project. In addition, the proposed multi-family residential development would not exceed operational Air Quality or GHG thresholds and would not significantly impact air pollution on sensitive receptors.
Sustainable Community	
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.** The proposed Project would implement Title 24 building standards and California Green Building Standards as included in Chapter 15.16 of the City's Municipal Code.

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 discussed above, the Project would comply with the California Green Building Standards as included in Chapter 15.16 of the City's Municipal Code.
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 would include street trees along the Project boundaries and throughout the site.
8-A.25 Encourage water conservation through the following strategies: • Establish water and wastewater rates that encourage conservation and provide for system maintenance. • Update the landscape irrigation ordinance to continue reducing the use of potable water for landscape irrigation to CALGreen requirements. All aspects of landscaping from the selection of plants to soil preparation and the installation of irrigation systems should be designed to reduce water demand, retain runoff, decrease flooding, and recharge groundwater. • Establish incentives for use of water efficient fixtures and fittings. • Expand the current landscaping ordinance for parking lots (Section 18.168.210 of the Municipal Code) to encourage the use of drought tolerant species. • Promote the use of permeable surfaces for hardscape. Impervious surfaces such as driveways, streets, and parking lots should be minimized so that land is available to absorb stormwater, reduce polluted urban runoff, recharge groundwater, and reduce flooding. • Incorporate water holding areas such as creek beds, recessed athletic fields, ponds, cisterns, and other features that serve to recharge groundwater, reduce runoff, improve water quality, and decrease flooding into the urban landscape.	**Consistent.** The proposed Project would include landscaping and irrigation consistent with CalGreen requirements which would be designed to reduce water demand, retain runoff, decrease flooding, and recharge groundwater.
8-A.37 Promote design in new development that incorporates space for recycling containers and other waste diversion facilities.	**Consistent.** The proposed Project would include recycling containers for onsite waste. Additionally, the Project would comply with AB 341 that requires diversion of a minimum of 75 percent of operational solid waste
8-A.39 Continue implementation and enforcement of the California Building and Energy codes to promote energy efficient building design and construction.	**Consistent.** As mentioned previously, the proposed Project would comply with the CBC and California Green Building Standards Code as included in Chapter 15., *California Green Building Standards*

	Code, and 15.04, *California Building* Code, of the Municipal Code.

Existing Plans, Programs, and Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the Project:				
a) 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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) 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?

No Impact. In 1975, the California Legislature enacted the Surface Mining and Reclamation Act (SMARA), which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs): MRZ-1: An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence; MRZ-2: An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence; MRZ-3: An area containing mineral deposits, the significance of which cannot be evaluated; and MRZ-4: An area where available information is inadequate for assignment to any other MRZ zone.

As shown in Figure 6-4, *Mineral Resources,* of the City's General Plan, the Project site is located within MRZ-3. Additionally, the site has not been historically used for the extraction of mineral resources. Therefore, development of the site would not result in the loss of availability of a known mineral resource and no impacts would occur.

b) 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?

No Impact. As discussed in Response 6.3.12(a), no known valuable mineral resources exist on or near the Project site, and no mineral resource extraction activities occur on the site. In addition, the Project site is currently developed with a commercial building and paved parking lot. Therefore, no impacts related to the loss of availability of a locally important mineral resource recovery site, as delineated on a local general plan, specific plan, or other land use plan, would occur as a result of Project implementation.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the Project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) 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 discussion below is based on the Noise Impact Analysis prepared by Urban Crossroads, June 13, 2022, included as Appendix I.

Noise Element of the General Plan

The City's General Plan Noise Element establishes limitations on sound levels to be received by various land uses. New development may cause existing noise-sensitive land uses to be affected by noise generated from new developments, or it may locate a sensitive use in such a place that it is adversely affected by noise. Of particular attention to the City of Redlands are noise levels near loud transportation corridors, including roadways, the airport, railways. The Noise Element also states that typical noise standards for sensitive land uses include 60 dBA CNEL for exterior areas and 45 dBA CNEL for interior areas for single family, duplex, and multiple family land uses.

Municipal Code

Section 8.06.070, *Exterior Noise Limits,* and Section 8.06.080, *Interior Noise Standards,* of the Municipal Code outline the exterior and interior noise standards for stationary noise sources, as shown in Table N-1 below.

Table N-1: Significance Thresholds

Receiving Land Use Category	Exterior Time Period	Exterior Noise Level - dBA	Interior Time Period	Interior Noise Level - dBA
Residential districts; public space; institutional	10:00 P.M. - 7:00 A.M.	50 dBA Leq	Anytime	45 dBA Leq
	7:00 A.M. - 10:00 P.M.	60 dBA Leq		

Source: City of Redlands's Municipal Code Sections 8.06.070 and 8.06.080

In addition, it is unlawful to cause the noise level on any residential property to exceed these interior noise standards:

1. For a cumulative period of more than 5 minutes in any hour;
2. Plus 5 dB(A) for a cumulative period of more than 1 minute in any hour; or
3. Plus 10 dB(A) for any period of time.

Section 8.06.120, *Exemptions,* of the Municipal Code states that the noise standards shall not apply to noise sources associated with new construction, remodeling, rehabilitation, or grading of any private property, provided such activities take place between the hours of 7:00 am and 8:00 pm on weekdays, including Saturdays, with no activity taking place at any time on Sundays or federal holidays. In addition, all motorized equipment used in such activities are required to be equipped with functioning mufflers.

Existing Noise Levels

As detailed in the Noise Impact Analysis (Appendix I), to identify the existing ambient noise level environment, 24-hour noise level measurements were taken at four locations in the Project study area. The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations, as possible to assess the existing ambient hourly noise levels surrounding the Project site. See Figure N-1, *Noise Measurement Locations*.

A description of the locations and the existing noise levels are provided in Table N-2.

Table N-2: 24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]	
		Daytime	Nighttime
L1	Located northwest of the Project site near single-family residence at 509 Lawton Street.	63.7	56.4
L2	Located northeast of the Project site near Historic Redlands Train Station at 383-389 Orange Street.	70.4	63.9
L3	Located south of the Project site near single-family residence at 124 West Vine Street.	59.9	60.1
L4	Located southwest of the Project site near single-family residence at 321 West State Street.	50.9	48.1

[1] See Exhibit N-1 for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix I. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: Urban Crossroads, 2022 (Appendix I)

Sensitive receptors adjacent to the Project site are shown in Figure N-2, *Receiver Locations*.

R1: Location R1 represents existing noise sensitive residence at 511 Third Street, approximately 698 feet north of the Project site. Receiver R1 is placed at the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the existing noise sensitive Historic Redlands Train Station at 383-389 Orange Street, approximately 407 feet northeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing noise sensitive residence at 124 West Vine Street, approximately 854 feet south of the Project site. Receiver R3 is placed at the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

R4: Location R4 represents the existing noise sensitive residence at 321 West State Street, approximately 458 feet southwest of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

Figure N-1 Noise Measurement Locations



Figure N-2: Receiver Locations



a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Construction

As described above, the General Plan and Municipal Code do not identify specific construction noise level limits and Section 8.06.120, *Exemptions,* of the Municipal Code exempts construction noise between the hours of 7:00 am and 8:00 pm on weekdays, including Saturdays, with no activity taking place at any time on Sundays or federal holidays. The Project would comply with the City's construction hours regulations, as verified by standard City Conditions of Approval. Neither the General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Thus, a construction-related noise level threshold is applied from the Criteria for Recommended Standard: Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health (NIOSH). A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations a construction-related NIOSH noise level threshold of 85 dBA Leq is used (Urban Crossroads, 2022).

The highest construction noise levels are expected to occur when the temporary construction activities take place at the closest point for the center of Project construction activity to each of any nearby sensitive receiver locations. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels, as shown on Table N-3. Construction of the proposed Project is anticipated to occur in the following stages:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

The noise generated from construction of the Project has been estimated using reference construction equipment noise levels and the CadnaA noise prediction model, which are listed in Table N-4, below. For each phase of construction, the nearest piece of equipment was analyzed at the closest distance of the proposed activity to the nearest sensitive receptor. Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

Table N-3: Construction Equipment Noise Levels

Construction Stage	Reference Construction Activity[1]	Reference Noise Level @ 50 Feet (dBA L_{eq})	Highest Reference Noise Level (dBA L_{eq})
Demolition	Loaders	71	71
	Demolition Equipment	69	
	Excavators	64	
Site Preparation	Crawler Tractors	77	77
	Hauling Trucks	71	

	Rubber Tired Dozers	71	
Grading	Graders	79	79
	Excavators	64	
	Compactors	67	
Building Construction	Cranes	67	72
	Tractors	72	
	Welders	65	
Paving	Pavers	70	70
	Paving Equipment	69	
	Rollers	69	
Architectural Coating	Cranes	67	67
	Air Compressors	67	
	Generator Sets	67	

[1] Update of noise database for prediction of noise on construction and open site expressed in hourly average L_{eq} based on estimated usage factor.

The noise volumes in Table N-3 were applied to the locations of the closest sensitive receptors. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As shown in Table N-4, the unmitigated highest construction noise levels are expected to range from 57.3 to 61.4 dBA L_{eq}, which would satisfy the 85 dBA L_{eq} significance threshold. Therefore, the noise impacts due to Project construction noise would be less than significant at all noise sensitive receiver locations.

Table N-4: Construction Equipment Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})							Threshold (dBA Leq)	Threshold Exceeded?
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]		
R1	51.0	57.0	59.0	52.0	50.0	47.0	59.0	85	No
R2	53.4	59.4	61.4	54.4	52.4	49.4	61.4	85	No
R3	49.3	55.3	57.3	50.3	48.3	45.3	57.3	85	No
R4	53.1	59.1	61.1	54.1	52.1	49.1	61.1	85	No

[1] Construction noise source and receiver locations are shown on Exhibit N-2
[2] Construction noise level calculations based on distance from the Project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix H
Source: Urban Crossroads, 2022 (Appendix I)

Operations

Development of the proposed Project would result in a residential development with 146 multi-family dwelling units and associated common spaces. Potential long-term noise impacts associated with Project operation would include exterior traffic noise, operational noise, and stationary equipment noise.

Traffic Noise

The Project would generate 694 weekday daily trips, with 47 trips produced in the weekday AM peak hour and 42 trips produced in the weekday PM peak hour (EPD, 2022). The noise generated from these vehicular trips has been identified through utilization of the FHWA Roadway Noise Model, and a comparison of noise generated by traffic volumes with and without the Project is provided in Table N-5.

Neither the General Plan nor Municipal Code quantifies what constitutes a significant degradation of the future acoustic environment. Therefore, thresholds from the FTA T*ransit Noise and Vibration Impact Assessment* (2018) have been utilized, which identifies noise impacts by comparing the existing noise levels and the future noise levels with the proposed Project. Based on the FTA guidance, a substantial increase in ambient noise from vehicular traffic could occur when the noise levels at noise-sensitive land uses (e.g., residential, etc.) are less than 60 dBA CNEL and the Project creates an increase of 3 dBA CNEL or greater noise level increase; or when noise levels range from 60 to 65 dBA CNEL and the Project creates 2 dBA CNEL or greater noise level increase.

Table N-5 shows that in existing year, the cumulative plus Project off-site traffic noise level increases range from 0.1 to 0.2 dBA CNEL. Therefore, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels.

Table N-5: Existing Cumulative With Project Traffic Noise Level Increases

ID	Road	Segment	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
			No Project	With Project	Project Addition	Limit	Exceeded?
1	Redlands Blvd.	w/o Eureka St.	68.0	68.1	0.1	1.5	No
2	Redlands Blvd.	e/o Eureka St.	68.0	68.2	0.2	1.5	No
3	Eureka St.	n/o Redlands Blvd.	65.8	66.0	0.2	1.5	No
4	Eureka St.	s/o Redlands Blvd.	65.0	65.1	0.1	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria?
Source: Urban Crossroads, 2022 (Appendix I)

Table N-6 shows that the Project offsite traffic noise level increases range from 0.1 to 0.2 dBA CNEL in buildout year 2025. Therefore, land uses adjacent to the Project area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels in 2025.

Table N-6: 2025 Cumulative With Project Traffic Noise Level Increases

ID	Road	Segment	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
			No Project	With Project	Project Addition	Limit	Exceeded?
1	Redlands Blvd.	w/o Eureka St.	68.6	68.7	0.1	1.5	No
2	Redlands Blvd.	e/o Eureka St.	68.5	68.7	0.2	1.5	No
3	Eureka St.	n/o Redlands Blvd.	66.3	66.5	0.2	1.5	No
4	Eureka St.	s/o Redlands Blvd.	65.4	65.6	0.2	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria?
Source: Urban Crossroads, 2022 (Appendix I)

Operational Noise

The on-site Project-related noise sources would include sources such as roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, outdoor gatherings, and outdoor pool/spa activity. Using the reference noise levels to represent the proposed Project operations, operational source noise levels were

calculated that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Municipal Code Section 8.06.070, *Exterior Noise Limits,* does not allow exterior noise to substantially exceed 50 dBA between 10:00 p.m. and 7:00 a.m., and 60 dBA between 7:00 a.m. and 10:00 p.m. As shown in Table N-7, the daytime hourly noise levels at the off-site receiver locations are expected to range from 41.5 to 45.5 dBA L_{eq}. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 37.5 to 41.5 dBA L_{eq}.

Table N-7: Project Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)		Noise Level Standards (dBA Leq)[2]		Noise Level Standards Exceeded?[3]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	42.1	38.2	60	55	No	No
R2	44.1	40.2	60	55	No	No
R3	41.5	37.5	60	55	No	No
R4	45.5	41.5	60	55	No	No

[1] See Exhibit N-2 for the receiver locations.
[2] City of Redlands Municipal Code, Section 8.06.070 (Appendix 3.1)
[3] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: Urban Crossroads, 2022 (Appendix I)

Table N-7 shows the operational noise levels associated with the Project would satisfy the City's 60 dBA L_{eq} daytime and 50 dBA L_{eq} nighttime exterior noise level standards at all nearby receiver locations. The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity. Noise activity associated with the trash enclosures, courtyards, and pool/spa are expected to be limited to the daytime hours between 7:00 a.m. and 10:00 p.m. The Noise Impact Analysis prepared by Urban Crossroads, included as Appendix I includes the detailed noise analysis of operational noise levels from each noise source and activity, as well as model inputs including the existing perimeter walls used to estimate the Project operational noise levels presented in this section.

To describe the Project operational noise level contributions, the Project operational noise levels were combined with the existing ambient noise levels measurements for the nearby receiver locations to determine the Project increase. The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. FICON identifies a readily perceptible 5 dBA or greater project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded. Per the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance.

As indicated on Tables N-8 and N-9, the Project would generate an unmitigated daytime and nighttime operational noise level increases ranging from 0.0 to 0.2 dBA Leq at the nearby receiver locations. Project-related operational noise level contributions at the sensitive receiver locations would be less than significant.

Table N-8 Daytime Project Operational Noise Level Contributions

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria	Increase Criteria Exceeded?

R1	42.1	L1	63.7	63.7	0.0	3.0	No
R2	44.1	L2	70.4	70.4	0.0	1.5	No
R3	41.5	L2	70.4	70.4	0.0	1.5	No
R4	45.5	L3	59.9	60.1	0.2	5.0	No

[1] See Exhibit N-2 for the receiver locations.
[2] Total Project daytime operational noise levels as shown on Table N-7
[3] Reference noise level measurement locations as shown on Figure N-1
[4] Observed daytime ambient noise levels as shown on Table N-2
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
Source: Urban Crossroads, 2022 (Appendix I)

Table N-9 Nighttime Operational Noise Level Contributions

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria	Increase Criteria Exceeded?
R1	38.2	L1	56.4	56.5	0.1	5.0	No
R2	40.2	L2	63.9	63.9	0.0	3.0	No
R3	37.5	L2	63.9	63.9	0.0	3.0	No
R4	41.5	L3	60.1	60.2	0.1	3.0	No

[1] See Figure N-2 for the receiver locations.
[2] Total Project nighttime operational noise levels as shown on Table N-7
[3] Reference noise level measurement locations as shown on Figure N-1.
[4] Observed nighttime ambient noise levels as shown on Table N-2
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
Source: Urban Crossroads, 2022 (Appendix I)

Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations.

The Project is required to satisfy the City's 45 dBA CNEL residential interior noise level standards as a part of the permit issuance and building plan check process. Additionally, operational noise from HVAC units would be required to comply with the Municipal Code Section 8.06.070, *Exterior Noise Limits,* which does not allow exterior noise to substantially exceed 50 dBA for residential uses and 60 dBA for commercial uses between 10:00 p.m. and 7:00 a.m., and 60 dBA for residential uses and 65 dBA for commercial uses between 7:00 a.m. and 10:00 p.m. Compliance with the Municipal Code would ensure that a substantial permanent increase in ambient noise levels would not occur, and noise related to HVAC units would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Construction

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Groundborne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of groundborne vibration within the Project site include grading. Table N-10 presents the expected Project related vibration levels at each of the sensitive receiver locations.

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. Decibel notation (VdB) is commonly used to measure RMS. The City of Redlands Municipal Code, Section 8.06.020, defines the vibration perception threshold as 0.01 inches per second (in/sec) RMS. Based on FTA methodology, an RMS of 0.01 in/sec equates to 0.04 in/sec PPV. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, groundborne 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), vibration-sensitive equipment and/or activities. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet. Table N-10 shows the highest construction vibration levels in PPV are expected to be approximately 0.000 PPV at sensitive receivers, which would be below the City's vibration threshold of 0.040 PPV. In addition, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period and would only occur during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Furthermore, construction at the Project site would be restricted to daytime hours consistent with Municipal Code requirements, thereby eliminating potential vibration impact during the sensitive nighttime hours. As such, construction vibration impacts would be less than significant.

Table N-10 Project Construction Vibration Levels

Receiver Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]					Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Level		
R1	698'	0.00	0.00	0.00	0.00	0.00	0.04	No
R2	407'	0.00	0.00	0.00	0.00	0.00	0.04	No
R3	854'	0.00	0.00	0.00	0.00	0.00	0.04	No
R4	458'	0.00	0.00	0.00	0.00	0.00	0.04	No

[1] Construction receiver locations are shown on Exhibit 11-A.
[2] Distance from receiver location to Project construction boundary.
[3] Based on the Vibration Source Levels of Construction Equipment (Table 11-4).
[4] City of Redlands Municipal Code Section 8.06.020
[5] Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity
Source: Urban Crossroads, 2022 (Appendix I)

Operation

The proposed multi-family residential Project would not include any equipment that would result in high vibration levels, which are more typical for large industrial projects. While groundborne vibration within and

surrounding the Project site may occur from heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on the nearby local roadways, this would not result in significant vibration impacts to the proposed Project or surrounding sensitive uses. As such, vibration impacts associated with operation of the proposed Project would be less than significant.

c) 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?

No Impact. The proposed Project is not within an airport land use plan. The proposed Project is located approximately 2.45 miles southwest from the Redlands Municipal Airport; however, the Project site is located outside of the 60 and 65 dBA CNEL noise contours of the Redlands Municipal Airport. In addition, there are no private airstrips within the Project's vicinity. Therefore, proposed Project would not expose people residing or working in the Project area to excessive noise levels from aircraft. No impacts would occur from aircraft noise.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the Project:				
a) 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

Less Than Significant Impact. The proposed Project would redevelop the Project site to provide 146 multi-family rental dwelling units. According to the City of Redlands General Plan EIR, the city has an average of 2.65 persons per household and is expected to increase by 4,355 residential units and 10,964 persons by 2035 with buildout of the General Plan, according. However, this 2.65 person per household ratio considers all housing types within the city, including single-family residences, which consists of 68 percent of the housing within the city and typically attracts and accommodates larger household sizes.

The proposed Project's unit mix consists of 27 studios and 119 one-bedroom residential units. The size of the units would range size from 517 SF studios to approximately 829 one-bedroom units. These are smaller multi-family units that would not accommodate or attract large households. The proposed unit mix and smaller unit size of the Project suggests an orientation towards singles and couples that differ significantly in demographic features from the average Redlands household size of approximately 2.65 members per household, which reflects family households occupying single-family residences.

Therefore, a more accurate calculation of the anticipated population that would be generated by the proposed Project was determined by utilizing U.S. Census data for a market area that represents similar multi-family residential housing types and costs of rent. As shown in Table POP-1, at full occupancy the Project would house approximately 1,192 residents.

Table POP-1: Anticipated Residents at Full Occupancy

Unit Type	Number of Units	Persons per Unit[1]	Total Residents
Studio	27	1.31	36
One-bedroom	119	1.42	169
Total	**146**	**-**	**205**

[1]Persons per unit retrieved from Census American Community Survey (ACS) 2019 Microdata Sample (PUMS)

The 205 residents at full occupancy would constitute a 0.3 percent increase over the 2022 City of Redlands population of 72,585 (DOF 2022). In addition, the 146 new multi-family units would constitute a 0.5 percent increase in the total number of residential units in the city, and a 3.3 percent increase in the number of the multi-family residential units (5+ units) within the city.

It is projected that the city will experience a population increase of approximately 11,300 residents or approximately 16.3 percent from 2016 to 2045. Thus, the population of the Project would be within the

projected population growth, based on the US Census and within the growth projected in the City's General Plan EIR. Similarly, SCAG anticipates the number of housing units throughout the County would increase by 6,400 units or approximately 26.2 percent from 2016 to 2045. Thus, the 146 new multi-family units would also be within the SCAG projected growth. The Project would also help provide the needed numbers and types of housing units identified in the City's 2013-2021 Housing Element as well as those included in the draft 2021-2019 Housing Element Update. As such, the proposed Project would not induce substantial unplanned population growth in the area, and impacts would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project would not displace a substantial number of existing people or housing, as no housing currently exists onsite. The Project site would construct 146 multi-family dwelling units. Therefore, there would be no impacts related to the displacement of substantial numbers of existing people or housing.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES.				
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

a) Result in substantial adverse physical impacts associated with the provision of 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:

Fire protection?
Police protection?
Schools?
Parks?
Other public facilities?

***Fire Protection* – Less than Significant Impact.** Fire protection services in the Project area are provided by the Redlands Fire Department (RFD). 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.

RFD operates four fire stations in the city and has mutual aid agreements with Loma Linda Stations 251 and 252 (to the west) and San Bernardino County Fire (Mentone Station 9) to the east, City of San Bernardino Station 228 and 231 to the northwest), which are facilitated by a consolidated dispatch center operated by CONFIRE. CONFIRE is a multi-agency organization that functions as the result of a 25-year Joint Powers Agreement for the collective provision of fire, rescue, and emergency medical dispatch services.

There are three fire stations within 2 miles of the site, which include the following:

- Station 261 located at 525 East Citrus Avenue, is approximately 0.6 roadway miles from the Project site. Station 261 was originally built in 1948 but was remodeled in 2002. The station provides daily staffing of 7 personnel with a medic fire engine, medic fire truck, battalion vehicle, an OES, and a reserve engine (Citygate).
- Station 264 is located at 1270 West Park Avenue, approximately 1.0 roadway miles from the Project site. The station consists of a portable building that was installed in 2009 and is staffed with 5 personnel with a medic fire engine, medic squad truck, reserve medic squad truck, and a brush engine (Citygate).
- Station 263 is located at 10 West Pennsylvania Avenue, approximately 1.2 roadway miles from the Project site. This station was developed in 1986 is staffed with three personnel daily with a medic fire engine, water tender, incident support vehicle, and a reserve engine (Citygate).

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. Thus, future facilities are planned by the City to expand service coverage in other portions of the City, and would reduce the geographical coverage of the existing stations.

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 Project site is located within 2 miles of three existing fire stations. Per the Redlands Fire Department Deployment/Assessment Study, the Project site is within the 4-minute response time with congestion area (Citygate, 2020), and in the area that would meet the response time goal of 7 minutes, 90 percent of the time.

The proposed Project develop 146 multi-family residences on the site. Implementation of the Project would be required to adhere to California Fire Code (Title 24, Part 9 of the California Code of Regulations) included in Chapter 15.20 of the City's Municipal Code, which regulates fire-resistant construction, emergency planning, fire protection system, and appropriate emergency access throughout the site. As part of the permitting process, the Project plans would be reviewed by the City's Fire Department and the Building Division (part of the Development Services Department) to ensure that the Project plans meet the fire protection requirements for fire safety. Additionally, the proposed Project would be required to comply with City fire suppression standards including the current California Fire Code, which evaluates the Project for adequate emergency access. Thus, fire and emergency access hazards resulting in a need for additional fire services would not occur.

As described in the Section 14, *Population and Housing*, the Project would result in 191 new residents, which is a 0.18 percent increase in the City's population and within the City's projected growth. The additional population would generate an incremental increase in calls for fire and emergency medical services. Because the Project site is within 2.0 miles of three existing fire stations, the Project would be served by the existing stations, and the Project would not result in the need to construct or expand a new fire station. Thus, impacts would be less than significant.

Should the calls for service from the Project coincide with call for service from another parcel within in the same fire station response area, an increase in response times could occur. However, to reduce cumulative impacts related to fire and emergency medical services, such as response times, the General Plan EIR (page 3.13-27) directs that fire protection equipment and staffing be augmented by the City development impact fees that all development projects are required to pay. Also, as set forth in the General Plan's "Principles of Managed Development," and in the City's resolution establishing development impact fees, Resolution No. 7951, adopted April 2, 2019), the fees are to expand fire protection and emergency medical staffing and

equipment provided from existing stations and better accommodate simultaneous service calls. Further, Chapter 3.60 of the City's Municipal Code requires a public facility fee to be collected prior to the issuance of a building permit to fund the City's Public Facility Program, which includes a budget for RFD facilities. Thus, the project would be required to pay the existing City fees to be used exclusively for the planned expansion and improvement of fire protection and emergency medical services provided by RFD.

Overall, because there are three existing fire stations within 2.0 miles of the Project site, the area has adequate nearby fire facilities to serve the proposed Project in addition to the existing service needs of the area; and construction of a new or expanded fire station would not be required as a result of the proposed Project. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered fire protection facilities. Also, cumulative impacts related to the expanded fire protection facilities and staffing needed from population growth are planned to be augmented through development fees that are required by Chapter 3.60 of the Municipal Code and the General Plan EIR prior to the issuance of building permits. Therefore, impacts related to fire protection services would be less than significant.

***Police Protection* – Less Than Significant Impact.** The City of Redlands receives public safety services from the Redlands Police Department. 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 (Redlands GP EIR 2017).

Due to the increase in onsite people that would occur from implementation of the Project, an incremental increase in demand for police protection would occur. As described previously, the residential population of the Project site at full occupancy would be approximately 205 residents and based on the Police Department's staffing of 1.1 officers per 1,000 residents, the proposed Project would require 0.23 of an additional officer.

Since the need by the Project is less than one officer, the Project would not require the construction or expansion of the City's existing policing facilities and the payment of development impact fees would contribute to the cost of hiring one additional officer. Thus, substantial adverse physical impacts associated with the provision of new or expanded facilities would not occur. In addition, the Project Applicant/Developer would be required to pay any applicable development impact fees as set forth in the General Plan's "Principles of Managed Development," and in the City's resolution establishing development impact fees, Resolution No. 7951, included as PPP PS-3 below. Therefore, impacts related to police services would be less than significant.

***Schools* – Less Than Significant Impact.** The Project site is located within the Redlands Unified School District (RUSD), which serves Redlands and the surrounding communities of Mentone and Crafton, as well as Loma Linda and the eastern portion of Highland. There are currently 17 elementary schools, five middle schools, and six high schools within the RUSD. The schools that serve the site are listed below:

- Mariposa Elementary School located at 30800 Palo Alto Drive, which is 3.75 miles from the Project site.
- Cope Middle School located at 1000 W Cypress Avenue, which is 1.6 miles from the Project site.
- Redlands High School located at 840 E Citrus Avenue, which is 0.9 miles from the Project site.

The Project would develop 146 multi-family residences. The RUSD student generation rate for multi-family residences is 0.21 students per residence for grades K-6; 0.06 students per residence for grades 7-8; and 0.09 students per residence for grades 9-12. As shown in Table PS-1 below, based on the existing capacity

of the schools serving the Project area, and the number of students that would be generated by the Project, the existing elementary, middle, and high school would be able to serve the Project.

Table PS-1: School Capacity and Project Generated Students

School	Enrollment Capacity	2021-2022 Enrollment[1]	Existing Remaining Capacity	Students Generated by Project	Remaining Capacity with Project
Mariposa Elementary School	594	439	155	31	124
Cope Middle School	1,507	1,287	220	9	211
Redlands High School	3,930	2,233	1,697	14	1,683

[1] Source: City of Redlands Revised Draft Environmental Impact Report of the Redlands General Plan Update and Climate Action Plan, Table 3.13-3: Redlands Unified School District Enrollment; 2021-2022 Enrollment Data obtained from the California Department of Education, Accessed: https://dq.cde.ca.gov/dataquest/

As shown, the schools serving the Project have additional capacity to serve the population increase associated with the proposed Project. In addition, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. These fees are collected by school districts at the time of issuance of building permits for development projects. Pursuant to Government Code Section 65995 applicants shall pay developer fees to the appropriate school districts at the time building permits are issued; and payment of the adopted fees provides full and complete mitigation of school impacts. Therefore, with implementation of PPP PS-1, which would require the payment of applicable school development impact fees pursuant to Government Code Section 65995, impacts related to school facilities would be less than significant.

***Parks* – Less Than Significant Impact.** As discussed in Response 6.3.16(a) below, 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. The City establishes a parkland/recreational space standard of 5 acres per 1,000 residents, consistent with State law. The most recent (as of 2016) parkland acreage exceeds this standard with a total parkland area of 424.2 acres. The parks closest to the Project site include the following:

- Smiley Park located at 101 Parkwood Drive, which is 0.33 miles from the Project site. This park is 9.42 acres and contains the following facilities: trails, benches, restrooms, and open grassy areas.
- Jennie Davis Park located at 899 Redlands Boulevard, which is 0.49 miles from the Project site. This park is 5.2 acres and contains the following facilities: picnic tables, seating, open grassy area, and a playground.
- Sylvan Park located at 601 N University St, which is 0.84 mile from the Project site. This park is 23 acres and contains the following facilities: baseball/softball fields, horseshoe pits, lawn bowling, open grassy areas, picnic areas, playground equipment, restrooms, shuffleboards, a stage/bandstand area, trails/nature study, and volleyball.

The Project would develop a new multi-family residential development which would result in 146 new multi-family residences, 205 new residents, and an increase in the use of public parks. The Project would result in a demand for 1.03 acres of parkland/open space. The proposed Project would include 22,948 SF (0.53 acres) of open space which includes courtyards, a private pool, and roof top. A portion of the Project's park demand would be met onsite with the provision of 22,948 SF of open space area, consisting of a pool, sitting areas, and courtyards. In addition, the Project would be required to pay parkland fees pursuant to Municipal

Code Chapter 3.32, *Open Space and Park Fees,* which requires that open space and parks fees shall be collected from all applicants for development projects (included as PPP PS-2), which would be used for the purpose of acquiring, developing, improving and expanding open space and park lands identified in the City's open space and park lands acquisition and development capital improvement plan in accordance with the amounts established by resolution of the City Council. The city currently has over 424.2 acres of parkland, with 37.6 acres within one mile of the Project site. Therefore, with implementation of PPP PS-2, which would require the payment of applicable park related fees, impacts related to the need to provide new or altered park and recreation facilities in order to maintain acceptable service ratios would be less than significant.

***Other Services* – Less Than Significant Impact.** The proposed Project would redevelop the Project site with 146 residential units within an area that would redevelop a commercial retail furniture store. The new residences would result in a limited incremental increase in the need for additional services, such as public libraries and post offices, etc. Because the Project area is already served by other services and the Project would result in a limited increase in residences, the Project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP PS-1: Schools Development Impact Fees. Prior to issuance of building permit, the Developer shall pay applicable school development impact fees levied by the Redlands Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407).

PPP PS-2: Park Fees. As a Condition of Approval of a tentative map, the Developer shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.

PPP PS-3: Development Impact Fees. As a standard requirement and included as a Condition of Approval for the Project, and prior to issuance of any building permits for the Project, the Developer shall pay all applicable City of Redlands Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Less Than Significant Impact. 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. In addition to parks, the City of Redlands contains various recreational facilities, including the Redlands Community Center, the Community Senior Center, the Joslyn Senior Center, neighborhood community gardens, and the Carriage House. This also includes large open spaces, including the San Timoteo Canyon, Live Oak Canyon, and the Crafton Hills, which also provide recreational space.

The City establishes a parkland/recreational space standard of five acres per 1,000 residents, consistent with State law. As discussed previously, the Project would develop a new residential development including a 146-unit multi-family residential development, which would result in 205 new residents and a modest increase in the use of public parks. Based on this formula, the Project would result in a demand for 1.03 acres of parkland/recreational space. The Project would be required to pay parkland fees pursuant to Municipal Code Chapter 3.32, *Open Space and Park Fees,* which requires that open space and parks fees shall be collected from all applicants for development projects (included as PPP PS-2), which would be used for the purpose of acquiring, developing, improving and expanding open space and park lands identified in the City's open space and park lands acquisition and development capital improvement plan in accordance with the amounts established by resolution of the City Council. In addition, as described previously, the city currently has over 424.2 acres of parkland, with 37.6 acres within one mile of the Project site. Therefore, impacts related to the increase the use of existing parks and recreational facilities, such that physical deterioration of the facility would be accelerated would be less than significant.

b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. The proposed Project would include 22,984 SF of open space area, consisting of a pool, sitting areas, and courtyards for use by residents within the complex. In addition, private patio space would be available to residents in designated floor plans. The impacts of development of the recreational areas are considered part of the impacts of the proposed Project as a whole and are analyzed throughout the various sections of this document. For example, activities such as excavation, grading, and

construction as required for the Project, including open space areas, are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

In addition, as discussed above, the Project would contribute park development fees pursuant to Municipal Code Chapter 3.32 to be used towards the future expansion or maintenance parks and recreational facilities, these fees are standard with every residential development, and the proposed Project would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP PS-2: Park Fees. Listed previously in Section 15, Public Services.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the Project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

The discussion below is based on the Trip Generation & VMT Screening Analysis for the Grand Residential Project (CRA 911), prepared by EPD Solutions, April 2022, included as Appendix J.

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The proposed Project involves the construction of a multi-family residential development with 146 multi-family dwelling units and amenity areas. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area.

A VMT Screening Analysis, dated April 2022, was prepared for the Project by EPD Solutions (EPD, 2022). As shown on Table T-1, the multi-family residential development would generate approximately 694 weekday daily trips, with 47 trips produced in the weekday AM peak hour and 42 trips produced in the weekday PM peak hour when compared to the existing land uses (EPD, 2022).

Table T-1: Project Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Trip Generation	26	21	47	18	24	42	**694**

Source: (Appendix J)

The Project has been designed to construct onsite roadway improvements consistent with the City guidelines. Additionally, the Project would pay Development Impact Fees as conditioned by the City, as set forth in the General Plan's "Principles of Managed Development," and in the City's resolution establishing development impact fees, Resolution No. 7951. The fees shall be collected and utilized as needed by the City to construct the improvements necessary to maintain the required Level of Service (LOS) and build or improve roads to their build-out level.

Alternative Transportation

The proposed Project would construct onsite sidewalks and pedestrian paseos to provide access to the Arrow Line located approximately 0.11-mile north of the Project site. Additionally, the Project site is located less than 300 feet from a bus stop serving Omnitrans Routes 9 and 18. The Project would construct new sidewalks along Third Street, Redlands Boulevard, and Eureka Street. As such, the proposed Project would enhance pedestrian access in the Project vicinity. Therefore, the Project would not conflict with alternative transportation and Project impacts to transit, bicycle, and pedestrian facilities would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. Senate Bill 743 (SB 743) was signed into law on September 27, 2013 and changed the way that public agencies evaluate transportation impact under CEQA. A key element of this law is the elimination of using auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant transportation impacts under CEQA. The legislative intent of SB 743 was to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas (GHG) emissions." According to the law, "traffic congestion shall not be considered a significant impact on the environment" within CEQA transportation analysis.

SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., a city's General Plan), studies, congestion management and transportation improvements, but these metrics may no longer constitute the basis for transportation impacts under CEQA analysis as of July 1, 2020. For example, in the City, the General Plan identifies LOS as being a required analysis, and even though it will no longer be a requirement of CEQA, unless the General Plan is amended, LOS will continue to be analyzed as part of project review independent of CEQA analysis.

The Governor's Office of Planning and Research (OPR) updated the CEQA Guidelines to establish new criteria for determining the significance of transportation impacts. Based on input from the public, public agencies, and various organizations, OPR recommended that Vehicle Miles Traveled (VMT) be the primary metric for evaluating transportation impacts under CEQA.

The City of Redlands has prepared Draft VMT analysis guidelines, which were accepted by the City Council on July 21, 2020; therefore, the City's adopted guidelines were consulted to determine whether a VMT analysis would be required for the Project. The City Guidelines provides details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds are broken into the following three types:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

Consistent with guidance identified in the Technical Advisory and City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor") may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a FAR of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

As previously discussed throughout this document, the Project site is located within 0.5-mile of an existing major transit stop, and along a high-quality transit corridor. However, the Project would not meet the

aforementioned secondary criteria as the Project would have more parking than required by City Ordinance Number 2930. The Project would meet the criteria for Screening Criteria 3 as it would generate less than 3,000 $MTCO_2e$. Therefore, the Project would meet the VMT Screening Criteria, and it is presumed that the Project would have a less than significant impact related to VMT.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. Vehicular access to the Project site would be provided via ingress and egress driveways connecting to Third Street and Eureka Avenue. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. Any needed street improvements along Eureka Street would be reviewed by the City and would be required to meet all City development standards. The Project would not include any street improvements to Redlands Boulevard or Third Street. Additionally, the driveways from Eureka Street and Third Street would be reviewed to ensure fire engine accessibility is provided to the fire code standards. As a result, impacts related to vehicular circulation would be less than significant.

d) Result in inadequate emergency access?

Less Than Significant Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The expansion of streets and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Redlands Boulevard, Eureka Street, and Third Street for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level.

Operation

As described previously, the proposed Project area would be accessed via ingress/egress driveways from Eureka Street and Third Street. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area, and would provide routes for emergency responders to access different portions of the Project area. Roadways in the vicinity (including Redlands Boulevard, Third Street, and Eureka Street) would normally remain open and accessible to all vehicle traffic including emergency responders, except for possibly interim or partial closures for construction activities for a few hours or days with a City permit. Because the Project is required to comply with all applicable City codes, as verified by the City, potential impacts related to inadequate emergency access would be less than significant.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES.				
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) 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)?	☐	☒	☐	☐
b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

The discussion below is based on the Cultural and Paleontological Resources Assessment, prepared by Material Culture Consulting, May 2022 (MCC 2022), included as Appendix B.

AB 52 & SB 18 Requirements

The Project would be required to comply with AB 52 and SB 18 regarding tribal consultation. Chapter 532, Statutes of 2014 (i.e., AB 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside the definition stated above nonetheless qualifies as a "tribal cultural resource."

SB 18 requires cities and counties acting as Lead Agency to contact and consult with California Native American tribes before adopting or amending a General Plan. The intent of SB 18 is to establish meaningful consultation between tribal governments and local governments at the earliest possible point in the planning process and to enable tribes to manage "cultural places." Cultural places are defined as a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9), or a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register, including any historic or prehistoric ruins, any burial ground, or any archaeological or historic site (PRC Section 5097.993).

In compliance with these requirements, on April 26, 2022, the City sent letters to the following Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity.

- Agua Caliente Band of Cahuilla Indians

- Augustine Band of Cahuilla Mission Indians
- Big Pine Paiute Tribe of Owens Valley
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Chemehuevi Indian Tribe
- Colorado River Indian Tribes of the Colorado River Indian Reservation
- Fort Mojave Indian Tribe
- Los Coyotes Band of Cahuilla and Cupeño Indians
- 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
- Quechan Tribe of the Fort Yuma Reservation
- Ramona Band of Cahuilla Tribe
- San Manuel Band of Mission Indians
- Santa Rosa 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

The Gabrieleno Band of Mission Indians – Kizh Nation and Agua Caliente Band of Cahuilla Indians requested consultation regarding the proposed Project. The Gabrieleno Band of Mission Indians – Kizh Nation consulted with the City via email on June 29, 2022 and considers the area sensitive for cultural resources. While no evidence was provided of potential impacts to tribal cultural resources, the consulting tribe requested inclusion of mitigation due to the potential of the Project to unearth previously undocumented tribal cultural resources during construction. The Agua Caliente Band of Cahuilla Indians consulted with the City on July 7, 2022 and considers the area sensitive for cultural resources, but deferred to the Gabrieleno Band of Mission Indians – Kizh Nation.

a) 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 Impact with Mitigation Incorporated. As discussed in Section 6.3.5 of this document, Response 6.3.5(a), the records search revealed that 21 cultural resources have been recorded within one mile of the Project site. One historic-era cultural resource, a portion of the historic Redlands Chinatown, is potentially located subsurface within the Project site. Additionally, the Gabrieleno Band of Mission Indians – Kizh Nation considers the area sensitive for cultural resources. Therefore, the tribe requests that in addition to MM CUL-1 and MM CUL-2 a tribal monitor be retained to monitor any ground disturbing activities for the Project. Mitigation Measures TCR-1 through TCR-3 have been included to require Native American monitoring of excavation and grading activities to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines or PRC Section 5020.1(k).

b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact with Mitigation Incorporated. As discussed above, to avoid potential adverse effects to tribal cultural resources, Mitigation Measures CUL-1, CUL-2, and TCR-1 through TCR-3 have been included to provide for Native American monitoring of excavation and grading activities to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. No information has been provided to the Lead Agency indicating any likelihood of uncovering tribal cultural resources on the Project site, there are no known tribal cultural resources on or adjacent to the Project site, and no potentially significant impacts are anticipated. The following mitigation measures are included in the event of any inadvertent discoveries during construction activities.

Additionally, as described previously California Health and Safety Code, Section 7050.5 and PPP CUL-1 requires that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, with implementation of Mitigation Measures TCR-1 through TCR-3, and MM CUL-1 through CUL-2, impacts to TCRs would be less than significant.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

MM TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. A. The Project Applicant/Lead Agency shall retain a Native American Monitor from or approved by the Consulting Tribe(s), Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to commencement of any "ground-disturbing activity" for the subject Project at all Project locations (i.e., both onsite and any offsite locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the Lead Agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

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

D. Onsite tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project Applicant/Lead Agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project

Applicant/Lead Agency that no future, planned construction activity, and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Consulting Tribe(s), Kizh monitor and/or Kizh archaeologist. The Consulting Tribe(s) or Kizh will recover and retain all discovered TCRs in the form and/or manner the Consulting Tribe(s) deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects.
A. Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98 are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determinate the nature of the remains. If the coroner recognized the human remains to be those of a Native American, or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the Project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the Project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3: Procedures for Burials and Funerary Remains.
A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered

as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the Project Applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects.

F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

G. The Consulting Tribe(s) will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Consulting Tribe(s), documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Consulting Tribe(s). If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the Project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact.

Water Infrastructure

The Municipal Utilities and Engineering Department (MUED) maintains the water system in the City of Redlands. The proposed Project would redevelop the Project site, which is currently served by MUED's water infrastructure, and would install new onsite potable water infrastructure that would connect to existing12-inch water lines in Eureka Street and to the existing 8-inch water lines in Redlands Boulevard and Third Street. Additionally, the Project would install fire water lines onsite that would connect to the existing 12-inch and 8-inch water lines in the rights-of-way. The new onsite water system would convey water supplies to the proposed residences and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

Table UT-1: Proposed Project Estimated Water Demand

Land Use Type	DU/Acreage	Unit Water Demand Factor[1]	Daily Water Usage (gpd)	Annual Water Usage (AFY)
Residential Multi-Family	146 DU	210 gpd/DU	30,660 gpd	34.3 AFY
Total Water Demand				**34.3 AFY**

[1]City of Redlands "Water and Sewer Demands Spreadsheet" (May 8, 2019)

As shown, the proposed Project would result in a water demand of 34.3 acre-feet per year (AFY). The proposed Project would continue to receive water supplies through the existing water lines located within the Redlands Boulevard, Third Street, and Eureka Street rights-of-way that have the capacity to provide the increased water supplies needed to serve the proposed Project, and no expansions of the water pipelines that convey water to the Project site would be required. Installation of the new water distribution lines would only serve the proposed Project and would not provide new water supplies to any offsite areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this document. For example, analysis of construction emissions for excavation and installation of the water infrastructure is included in Sections 6.3.3, *Air Quality* and 6.3.8, *Greenhouse Gas Emissions*. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater Treatment

The Project would install onsite sewer lines that would connect to the existing 12-inch sewer line in Redlands Boulevard.

Wastewater demand associated with the proposed Project would be typical of residential and restaurant wastewater usage in the City of Redlands. As shown in Table UT-2, *Proposed Project Estimated Wastewater Generation*, the proposed Project would generate approximately 16,760 gallons per day (gpd) of wastewater.

According to the City's General Plan EIR, the City of Redlands has projected average wastewater flows of 6.75 million gallons per day (mgd) at buildout of the proposed General Plan. This projection was based on current flow per customer, scaled to the projected number of customers at buildout. As the projected flow is within the 9.5-mgd secondary treatment capacity and 7.2-mgd tertiary treatment capacity, no new or expanded treatment facilities would be needed to serve the population at buildout. In addition, all new residential development that connects to the system is required to pay its applicable fair share Development Impact Fee(s).

Table UT-2: Proposed Project Estimated Wastewater Generation

Use	Size	Generation Rate (gpd/unit)	Total Wastewater (gpd)
Studio	19 du	80 gpd/du	1,520
One Bedroom	127 du	120 gpd/du	15,240
Total Project Wastewater Generation:			**16,760 gpd**

City of Los Angeles, CEQA Thresholds Guide, 2006, Exhibit M.2-12

Prior to issuance of building permits, a sewer capacity study will be prepared by the Project Applicant and submitted to the City MUED. The construction activities related to installation of the onsite sewer infrastructure that would serve the proposed Project, is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this document. For example, construction emissions for excavation and installation of the sewer infrastructure is included in Section 6.3.3,

Air Quality and 6.3.8, *Greenhouse Gas Emissions*, and noise volumes from these activities are evaluated in Section 6.3.13, *Noise*. As the proposed Project includes facilities to serve the proposed development, it would not result in the need for construction of other new wastewater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant.

Stormwater Drainage

As discussed in Section 6.3.10 of this document, the proposed Project would increase the impervious surface area on the Project site by 4,897.5 square feet compared to existing condition, however, with implementation of BMPs, the proposed Project would install drainage features that would handle and treat all potential stormwater runoff from the Project site. Furthermore, the proposed Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities beyond the onsite improvements included as part of the proposed Project. All new residential development that connects to the system is required to pay its applicable Development Impact Fee(s). Therefore, impacts to stormwater drainage facilities would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. Water service would be provided to the proposed project site by the MUED. The 2020 San Bernardino Valley Regional UWMP, adopted in June 2021, was prepared for the City of Redlands and therefore accounts for the water usage that would be attributed to development of the Project site, consistent with its existing land use designation and zoning classification. According to the UWMP, the City has four sources of water to provide to its service area: purchased imported water from the State Water Project; groundwater from the Bunker Hill Subbasin and the Yucaipa Subbasin; surface water from the Mill Creek and Santa Ana River watersheds; and recycled water (UWMP 2020).

The Water Supply Reliability Assessment within the UWMP concludes that the City has adequate supplies to meet projected demands under multiple dry year scenarios, taking into account the recent prolonged drought (UWMP 2020). Additionally, the Project would have a demand of 34.3 acre-feet per year, which is within the projected water demands and supplies as analyzed in the UWMP. Therefore, water demand from the proposed Project would be within the City's current and projected water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. All new residential development that connects to the system is required to pay its applicable Development Impact Fee(s). Thus, impacts related to water supplies would be less than significant.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. According to the General Plan Livable Community Element, most wastewater generated by sewered development within the Planning Area is treated at the Redlands Wastewater Treatment Facility. The Redlands Wastewater Treatment Facility treats approximately 6 mgd with a capacity of 9.5 mgd. As discussed above, the proposed Project would generate approximately 16,760 gpd. All new development that connects to the system is required to pay its applicable Development Impact Fee(s). As such, the Redlands Wastewater Treatment Facility would have adequate capacity to serve the Project. The proposed Project would connect to and operate under capacity of the current water treatment facility, allowing for sufficient service to the Project area. The quality of sewage discharged from indoor plumbing fixtures would be similar to the quality of other residential dwelling units in the vicinity that currently discharge to the City's sewer system. The Project would not result in any of the wastewater treatment plants discussed above exceeding wastewater treatment requirements. Therefore, impacts related to wastewater generation are less than significant.

d) 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. The City of Redlands Quality of Life Department provides a wide range of services to the city, including waste collection. Solid waste from Redlands is primarily disposed of at the California Street Landfill and the San Timoteo Sanitary Landfill operated by the County, both within the city limits. These have more than adequate capacity to meet the City's needs for the foreseeable future. Solid waste collected from the Project site would be anticipated to be hauled to the California Street Landfill, which is located at 2151 Nevada Street and encompasses 115 acres. Its design capacity is 11.4 million cubic yards, and its maximum permitted capacity is 10 million cubic yards. It has a maximum permitted throughput of 829 tons per day. In 2019, California Street Landfill received approximately 142 tons per day on average. As such, California Street Landfill has an additional capacity of approximately 687 tons per day. It has a remaining capacity of 5,168,182 cubic yards and is permitted to operate through 2042 (CalRecycle 2022). Additionally, the San Timoteo Sanitary Landfill is located on San Timoteo Canyon Road and is 366 acres in size. It has a permitted capacity of 20,400,000 cubic yards and a maximum permitted daily throughput of 2,000 tons. In 2019, San Timoteo Landfill received approximately 758 tons per day on average. As such, San Timoteo Landfill has an additional capacity of approximately 1,242 tons per day. As of CalRecycle's 2021 estimate, the remaining capacity was 12,360,396 cubic yards and is permitted to operate through 2039 (CalRecycle 2022).

Construction

Construction of the proposed Project would require demolition of the existing onsite building, grading, and construction of new buildings and infrastructure. The majority of waste generated during demolition and construction activities would be building materials (e.g., concrete, dirt, and waste generated by construction workers). Nonhazardous waste from Project construction activities would be recycled to the extent feasible. As stated in the 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, the proposed Project 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 throughout the lifetime of the Project during operation.

Operation

As described previously in Section 6.3.14 of this document, the proposed Project includes the construction of a residential development with 146 multi-family dwelling units that would result in an increase of approximately 205 residents on the Project site. As shown on Table UT-3, it is anticipated that the proposed Project would generate a total of approximately 0.046 ton of solid waste per day (16.79 tons per year) during Project operation.

Table UT-3: Solid Waste Generation during Project Operation

Land Use	Quantity	Generation Rate	Solid Waste Demand
Multi-Family Units[1]	146 units	0.46 tons/unit/year	67.16 tons per year
Total Solid Waste			**67.16 tons per year**
Annual Landfill Disposal with AB 341 (75% Reduction)			**16.79 tons per year**
Weekly Landfill Disposal with AB 341 (75% Reduction)			**0.32 tons per week**

[1]CalRecyle Estimated Solid Waste Generation Rates

As the California Street Landfill has the capacity to process an additional 687 tons of solid waste per day, the solid waste generated by the Project would be within the capacity of the landfill. 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.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City is subject to the requirements set forth in the 2022 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

In addition, as stated in Response 6.3.19(d) above, the proposed Project would be required comply with the Municipal Code 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 subject to this chapter unless the construction and demolition recycling plan has been approved by the municipal utilities director. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the proposed Project is anticipated to 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.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRES. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is located in a Local Responsibility Area and is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (Cal Fire 2022). The proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. As stated in Section 6.3.9 of this document, the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The City's General Plan Safety Element discusses Emergency Management, which outlines goals and policies aimed at emergency preparedness to protect the health, safety, and welfare of the general public during and after natural, man-made, or attack-related emergencies. Additionally, the proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Therefore, the impacts related to emergency response and evacuation plans associated with construction of the proposed Project would be less than significant.

The proposed Project does not include any changes to public or private roadways that would physically impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Further, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events. In addition, during the operational phase of the proposed Project, site access would be required to comply with standards established by the City and the RFD. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes would be required to conform to City and RFD standards. The Project would provide adequate emergency access to the proposed building

via driveways from Eureka Street and Third Street. Further, access to and from the Project site for emergency vehicles would be reviewed and approved by the Redlands Fire Department and the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. Because the Project is required to comply with all applicable City codes, as verified by the City, any potential impacts related to emergency response or evacuation (if any) would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The proposed Project involves the redevelopment of the site with 146 multi-family residential dwelling units. As discussed in Section 6.3.14 of this SCEA, the Project is anticipated to result in a population increase of approximately 205 residents. As stated previously, the Project site is not located within a VHFHSZ. Additionally, the Project site and surrounding area are currently developed, and therefore, lack the combustible materials and vegetation necessary for the uncontrollable spread of a wildfire.

The Project site is relatively flat and there are limited elevation changes in the Project vicinity. The Project proposes a multi-family residential development in an area characterized by existing commercial, institutional, and residential uses. As such, the Project itself would not exacerbate wildfire risks as compared to existing conditions because it is representative of the existing development in the area and is replacing existing commercial uses. Thus, no impact related to other factors that would expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would occur from the Project.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project does not require the installation or maintenance of associated infrastructure (including roads, fuel breaks, emergency water sources, power lines, or other utilities) that would exacerbate fire risk or that would result in impacts to the environment. Although utility improvements, including domestic water, recycled water, sanitary sewer, and storm drain lines proposed as part of the Project would be extended throughout the Project site, these utility improvements would be underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City part of the Project approval process to ensure the proposed Project is compliant with all applicable design standards and regulations. Therefore, the proposed Project would not include infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities), that would exacerbate fire risk or that would result in impacts to the environment.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. According to the City of Redlands General Plan, Figure 7-3, Flood Hazards, the Project site is within Zone AO and is within a 100-year floodplain. Additionally, in its existing condition, the Project site contains an average slope of less than two percent from the southeast corner of the site to the northwest corner of the site.

As established in Section 6.3.10 of this document, during Project construction soil would be compacted and drainage patterns would be temporarily altered due to grading, and there would be an increased potential for flooding compared to existing conditions. However, as stated in PPP WQ-1, construction BMPs would be identified and implemented as part of the proposed Project. Implementation of construction BMPs would control and direct surface runoff to prevent flooding, and as such, Project construction would not expose people or structures to significant risks related to downslope and downstream flooding. Therefore, impacts would be less than significant.

During operation, the proposed Project would not substantially alter the existing on-site drainage patterns. Compliance with the proposed operational BMPs would ensure onsite storm drain facilities would be sized to accommodate stormwater runoff from the Project site so that onsite flooding would not occur. Additionally, as required by Municipal Code Section 15.32.110, *Construction Standards,* sets forth construction standards for new development within flood hazard areas. With implementation of the requirements set forth in Code Section 15.32.110, operation of the Project would not expose people or structures to significant risks, including downslope or downstream flooding. Therefore, impacts would be less than significant.

As established in Section 6.3.7 of this document, there are no landslide zones close to or within the boundaries of the Project site. The Project site is relatively flat; therefore, the risk of slope failure represents a limited level of concern on the Project site. Further, implementation of PPP GEO-1 requires compliance with the CBC, which 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. These features would reduce potential impacts related to landslides to a less than significant level. Therefore, with implementation of PPP GEO-1, the Project would not expose people or structures to significant risks, including downslope or downstream landslides, and impacts (if any) would be less than significant.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

21. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation Incorporated. Based on the discussion in Section 6.3.4, *Biological Resources*, of this document, the proposed Project is anticipated to result in less than significant impacts related to habitat, wildlife species, and/or plant and animal communities. The proposed Project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the range of a rare or endangered plant or animal. However, MM BIO-1 has been included to comply with the provisions of the MBTA as there are ornamental trees onsite.

As described in Section 6.3.5, *Cultural Resources*, the Project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource. However, the Project site potentially contains portions of Historic China Town. In addition, as described previously, the Project site has been previously disturbed from various past uses that involve grading and installation of utility infrastructure. However, Mitigation Measure CUL-1 has been included to require Phase 2 archaeological testing and Mitigation Measure CUL-2 has been included to require archaeological monitoring of ground disturbing activities to ensure that inadvertent discovery of resources during ground-disturbing activities are less than significant. Implementation of Mitigation Measure CUL-1 through CUL-2 and Mitigation Measures TCR-1 through TCR-3 would reduce potential impacts to important examples of California prehistory to a less than significant level.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when

viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact with Mitigation Incorporated. As presented in this document, potential Project-related impacts are either less than significant or would be less than significant with mitigation incorporated. Based on the analysis contained in this document, Project-related impacts would be reduced to less than significant levels with the incorporation of mitigation measures. Given that the potential Project-related impacts would be mitigated to a less than significant level, implementation of the proposed Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Therefore, the proposed Project's contribution to any significant cumulative impacts would be less than cumulatively considerable. As discussed in Sections 6.3.1 through 6.3.20 of this document, mitigation would be required and incorporated as necessary. Therefore, impacts would be less than significant with mitigation incorporated.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact with Mitigation Incorporated. Based on the Project Description and the preceding responses in Sections 6.3.1 through 6.3.20 of this document, implementation of the proposed Project would not cause substantial adverse effects to human beings because all potentially significant impacts of the proposed Project would be mitigated to a less than significant level. Therefore, since all potentially significant impacts of the proposed Project are expected to be mitigated to a less than significant level, implementation of the proposed Project would not cause substantial adverse effects on human beings.

7 Document Preparers and Contributors

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2. Response to Comments on the Public Review Draft SCEA

This memo contains responses to the comments that the City of Redlands (Lead Agency) received on the Sustainable Communities Environmental Assessment (SCEA) for The Grand Project during the public review period, which began July 14, 2022 and closed August 12, 2022 (SCH No. 2022070225). This document has been prepared in accordance with California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) and represents the independent judgment of the Lead Agency. This document and the circulated Public Review SCEA together comprise the Final SCEA.

The following public comments were submitted to the City of Redlands during the public review period:

O1. Yuhaaviatam of San Manuel Nation, Received August 11, 2022 (1 page)
O2. Lozeau Drury LLP, Received August 11, 2022 (23 pages)
I1. T. Allen Jolliff, Received July 30, 2022 (1 page)

The public comments and responses to comments are included in the public record and are available to the Lead Agency decision-makers for their review and consideration prior to making their decision. Pursuant to CEQA Statute Section 21155.2(b)(5), none of the comments provide substantial evidence that the Project will have significant environmental effects which would require preparation of an Environmental Impact Report. None of this new material indicates that the Project will result in a significant environmental impact or an increase in a less than significant impact previously disclosed in The Grand SCEA.

Although CEQA Statute Section 21155 does not require a Lead Agency to prepare written responses to comments received, the City of Redlands has elected to prepare the following written responses with the intent of conducting a comprehensive and meaningful evaluation of the proposed Project. The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.

Letter O1: Yuhaaviatam of San Manuel Nation, Received August 11, 2022

Hello Sean,

San Manuel concurs with the cultural resources report's recommendation for an archaeological testing plan that would occur after all existing structures have been removed. We hope to continue to consult on this project as it moves forward. **O1.1**

Respectfully,

Ryan Nordness

RESPONSE TO LETTER O1: Yuhaaviatam of San Manuel Nation

Comment O1.1: This comment states that the Tribe agrees with the cultural resources report's recommendation for an archaeological testing plan that would occur after all existing structures have been removed and that the Tribe hopes to continue to consult on the Project as it moves forward. Written notice was previously provided to the Yuhaaviatam of San Manuel Nation in accordance with California Government Code §65352.3 and Public Resources Code §21080.3.1 in the letter mailed to the Tribe on April 26, 2022. The Tribe responded on May 25, 2022 stating that the Tribe did not have any input on the Project and no additional consultation under SB 18 was required. Tribal consultation for the Project is discussed in Section 6.3.18 of the SCEA (see pages 195-199). Furthermore, Mitigation Measures TCR-1 through TCR-3 are included, which reduce any potential impacts to tribal cultural resources to a less than significant level. The comment does not raise any further environmental concerns or questions; therefore, no further response is warranted. The comment will be forward to City decision-makers.

Letter O2: Lozeau Drury, LLP, on behalf of Supporters Alliance for Environmental Responsibility
Received August 11, 2022

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Via Email

August 11, 2022

Sean Reilly, Principal Planner
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Re: Comment on Sustainable Communities Environmental Assessment, The Grand Project (SCH 2022070225; Commission Review & Approval No. 911, TPM No. 20175, Specific Plan Amendment No. 23 to Specific Plan 45)

Dear Mr. Reilly:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER"), regarding the Sustainable Communities Environmental Assessment ("SCEA") prepared for the project known as The Grand Project (SCH 2022070225; Commission Review & Approval No. 911, TPM No. 20175, Specific Plan Amendment No. 23 to Specific Plan 45), including all actions referring or related to the construction of a four-story apartment building with 146 multi-family dwelling units and a two-story subterranean parking garage located at 200-206 West Redlands Boulevard in the City of Redlands ("Project"). **O2.1**

After reviewing the SCEA, SAFER requests that the City of Redlands ("City") refrain from taking any action on the Project and SCEA at this time because the SCEA's conclusions about the Project's impacts to indoor air quality are not supported by substantial evidence. These comments are supported by the expert comments of Certified Industrial Hygienist, Francis "Bud" Offermann, PE, CIH. Mr. Offermann's comments are attached as Exhibit A and incorporated herein by reference. **O2.2**

I. PROJECT DESCRIPTION

The proposed project involves construction of a four-story apartment building with 146 multi-family dwelling units and amenities on a 1.49-acre site. The Project also includes construction of a two-story subterranean parking garage. The site is currently developed with a commercial building, surface parking, and related infrastructure, all of which will be demolished for the development of the Project. The site has a General **O2.3**

Plan designation of commercial, and the entire Project is located within the Transit Village Overlay. It is also zoned as Specific Plan 45 Town Center Historic, which has a building height limit which the proposed project exceeds, therefore the Project will require a Specific Plan Amendment to increase the maximum building height to four stories.

O2.3 cont.

Construction will result in 3,450 tons of debris, 3,200 of which will be crushed on site and the remainder of which will be hauled off-site. The project anticipates export of 9,000 cubic yards of soil. The Project requires Planning Commission review and approval, a Specific Plan Amendment, and a Development Agreement.

II. LEGAL BACKGROUND

A. Sustainable Communities Environmental Assessment under SB 375.

CEQA allows for the streamlining of environmental review for "transit priority projects" meeting certain criteria. (PRC §§ 21155, 21155.1, 21155.2). To qualify as a transit priority project, a project must

(1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
(2) provide a minimum net density of at least 20 dwelling units per acre; and
(3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

(PRC § 21155(b)). A transit priority project is eligible for CEQA's streamlining provisions where,

O2.4

> [The transit priority project] is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board . . . has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

(PRC § 21155(a)). In 2020, SCAG's Regional Council formally adopted the Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy ("2020 RTP/SCS"), which was accepted by CARB on October 30, 2020.

If "all feasible mitigation measures, performance standards, or criteria set forth in

the prior applicable environmental impact reports and adopted in findings made pursuant to Section 21081" are applied to a transit priority project, the project is eligible to conduct environmental review using a SCEA. (PRC § 21155.2). A SCEA must contain an initial study which "identif[ies] all significant or potentially significant impacts of the transit priority project . . . based on substantial evidence in light of the whole record." (PRC § 21155.2(b)(1)). The initial study must also "identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports." (*Id*). The SCEA must then "contain measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study." (PRC §21155(b)(2)). The SCEA is not required to discuss growth inducing impacts or any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network. (PRC § 21159.28(a)). O2.4 cont.

After circulating the SCEA for public review and considering all comments, a lead agency may approve the SCEA with findings that all potentially significant impacts have been identified and mitigated to a less-than-significant level. (PRC § 21155(b)(3), (b)(4), (b)(5)). A lead agency's approval of a SCEA must be supported by substantial evidence. (PRC §21155(b)(7)).

III. DISCUSSION

A. The SCEA's conclusions regarding the Project's indoor air quality impacts are not supported by substantial evidence.

Indoor air quality expert Francis "Bud" Offermann, PE, CIH reviewed the SCEA and found that the SCEA's conclusions as to the Project's indoor air quality impacts were not supported by substantial evidence. Mr. Offermann found that the SCEA failed to address and mitigate the human health impacts from indoor emissions of formaldehyde. Mr. Offermann's comment and CV are attached as Exhibit A. O2.5

a. <u>The SCEA fails to discuss or mitigate the Project's significant indoor air quality impacts.</u>

The SCEA fails to discuss, disclose, analyze, and mitigate the significant health risks posed by the Project from formaldehyde, a toxic air contaminant ("TAC"). As discussed below and set forth in Mr. Offermann's comments, the Project's emissions of formaldehyde to air will result in very significant cancer risks to future residents of the Project's residential component. Mr. Offermann's expert opinion demonstrates the Project's significant health risk impacts, which the City has a duty to investigate, disclose, and mitigate in the SCEA prior to approval. O2.6

Mr. Offermann explains that many composite wood products used in building materials and furnishings commonly found in offices, warehouses, residences, and hotels contain formaldehyde-based glues which off-gas formaldehyde over a very long time period. He states, "[t]he primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and particleboard. These materials are commonly used in building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims." (Ex. A, p. 2-3).

Formaldehyde is a known human carcinogen. Mr. Offermann states that future residents of the Project would be exposed to a 120 in one million risk, ***even assuming*** all materials are compliant with the California Air Resources Board's formaldehyde airborne toxics control measure. (*Id*. at 4). This potential exposure level exceeds the South Coast Air Quality Management District's ("SCAQMD") CEQA significance threshold for airborne cancer risk of 10 per million. **O2.6 cont.**

Mr. Offermann concludes that mitigation measures should be imposed to reduce the risk of formaldehyde exposure. (*Id*. at 5-6). Mr. Offermann identifies mitigation measures that are available to reduce these significant health risks, including the installation of air filters and a requirement that the applicant use only composite wood materials (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins or ultra-low emitting formaldehyde (ULEF) resins in the buildings' interiors. (*Id*. at 9-12). Since the SCEA does not analyze this impact at all, none of these or other mitigation measures have been considered.

IV. CONCLUSION

For the foregoing reasons, the SCEA for the Project should be revised or an EIR prepared prior to any further action on the Project by the City. Thank you for considering these comments. **O2.7**

Sincerely,

Amalia Bowley Fuentes

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EXHIBIT A

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Date: August 11, 2022

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From: Francis J. Offermann PE CIH

Subject: Indoor Air Quality: The Grand Project, City of Redlands, CA (IEE File Reference: P-4612)

Pages: 18

Indoor Air Quality Impacts

Indoor air quality (IAQ) directly impacts the comfort and health of building occupants, and the achievement of acceptable IAQ in newly constructed and renovated buildings is a well-recognized design objective. For example, IAQ is addressed by major high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014). Indoor air quality in homes is particularly important because occupants, on average, spend approximately ninety percent of their time indoors with the majority of this time spent at home (EPA, 2011). Some segments of the population that are most susceptible to the effects of poor IAQ, such as the very young and the elderly, occupy their homes almost continuously. Additionally, an increasing number of adults are working from home at least some of the time during the workweek. Indoor air quality also is a serious concern for workers in hotels, offices and other business establishments. O2.8

The concentrations of many air pollutants often are elevated in homes and other buildings relative to outdoor air because many of the materials and products used indoors contain and release a variety of pollutants to air (Hodgson et al., 2002; Offermann and Hodgson,

2011). With respect to indoor air contaminants for which inhalation is the primary route of exposure, the critical design and construction parameters are the provision of adequate ventilation and the reduction of indoor sources of the contaminants.

O2.8 cont.

Indoor Formaldehyde Concentrations Impact. In the California New Home Study (CNHS) of 108 new homes in California (Offermann, 2009), 25 air contaminants were measured, and formaldehyde was identified as the indoor air contaminant with the highest cancer risk as determined by the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), No Significant Risk Levels (NSRL) for carcinogens. The NSRL is the daily intake level calculated to result in one excess case of cancer in an exposed population of 100,000 (i.e., ten in one million cancer risk) and for formaldehyde is 40 µg/day. The NSRL concentration of formaldehyde that represents a daily dose of 40 µg is 2 µg/m^3, assuming a continuous 24-hour exposure, a total daily inhaled air volume of 20 m^3, and 100% absorption by the respiratory system. All of the CNHS homes exceeded this NSRL concentration of 2 µg/m^3. The median indoor formaldehyde concentration was 36 µg/m^3, and ranged from 4.8 to 136 µg/m^3, which corresponds to a median exceedance of the 2 µg/m^3 NSRL concentration of 18 and a range of 2.3 to 68.

O2.9

Therefore, the cancer risk of a resident living in a California home with the median indoor formaldehyde concentration of 36 µg/m^3, is 180 per million as a result of formaldehyde alone. The CEQA significance threshold for airborne cancer risk is 10 per million, as established by the South Coast Air Quality Management District (SCAQMD, 2015).

Besides being a human carcinogen, formaldehyde is also a potent eye and respiratory irritant. In the CNHS, many homes exceeded the non-cancer reference exposure levels (RELs) prescribed by California Office of Environmental Health Hazard Assessment (OEHHA, 2017b). The percentage of homes exceeding the RELs ranged from 98% for the Chronic REL of 9 µg/m^3 to 28% for the Acute REL of 55 µg/m^3.

The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and

particleboard. These materials are commonly used in building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims.

In January 2009, the California Air Resources Board (CARB) adopted an airborne toxics control measure (ATCM) to reduce formaldehyde emissions from composite wood products, including hardwood plywood, particleboard, medium density fiberboard, and also furniture and other finished products made with these wood products (California Air Resources Board 2009). While this formaldehyde ATCM has resulted in reduced emissions from composite wood products sold in California, they do not preclude that homes built with composite wood products meeting the CARB ATCM will have indoor formaldehyde concentrations below cancer and non-cancer exposure guidelines.

A follow up study to the California New Home Study (CNHS) was conducted in 2016-2018 (Singer et. al., 2019), and found that the median indoor formaldehyde in new homes built after 2009 with CARB Phase 2 Formaldehyde ATCM materials had lower indoor formaldehyde concentrations, with a median indoor concentrations of 22.4 $\mu g/m^3$ (18.2 ppb) as compared to a median of 36 $\mu g/m^3$ found in the 2007 CNHS. Unlike in the CNHS study where formaldehyde concentrations were measured with pumped DNPH samplers, the formaldehyde concentrations in the HENGH study were measured with passive samplers, which were estimated to under-measure the true indoor formaldehyde concentrations by approximately 7.5%. Applying this correction to the HENGH indoor formaldehyde concentrations results in a median indoor concentration of 24.1 $\mu g/m^3$, which is 33% lower than the 36 $\mu g/m^3$ found in the 2007 CNHS. **O2.9 cont.**

Thus, while new homes built after the 2009 CARB formaldehyde ATCM have a 33% lower median indoor formaldehyde concentration and cancer risk, the median lifetime cancer risk is still 120 per million for homes built with CARB compliant composite wood products. This median lifetime cancer risk is more than 12 times the OEHHA 10 in a million cancer risk threshold (OEHHA, 2017a).

With respect to The Grand Project, City of Redlands, CA, the buildings consist of residential spaces. **O2.10**

The residential occupants will potentially have continuous exposure (e.g. 24 hours per day, 52 weeks per year). These exposures are anticipated to result in significant cancer risks resulting from exposures to formaldehyde released by the building materials and furnishing commonly found in residential construction.

Because these residences will be constructed with CARB Phase 2 Formaldehyde ATCM materials, and be ventilated with the minimum code required amount of outdoor air, the indoor residential formaldehyde concentrations are likely similar to those concentrations observed in residences built with CARB Phase 2 Formaldehyde ATCM materials, which is a median of 24.1 $\mu g/m^3$ (Singer et. al., 2020)

Assuming that the residential occupants inhale 20 m^3 of air per day, the average 70-year lifetime formaldehyde daily dose is 482 µg/day for continuous exposure in the residences. This exposure represents a cancer risk of 120 per million, which is more than 12 times the CEQA cancer risk of 10 per million. For occupants that do not have continuous exposure, the cancer risk will be proportionally less but still substantially over the CEQA cancer risk of 10 per million (e.g. for 12/hour/day occupancy, more than 6 times the CEQA cancer risk of 10 per million). **O2.10 cont.**

Appendix A, Indoor Formaldehyde Concentrations and the CARB Formaldehyde ATCM, provides analyses that show utilization of CARB Phase 2 Formaldehyde ATCM materials will not ensure acceptable cancer risks with respect to formaldehyde emissions from composite wood products.

Even composite wood products manufactured with CARB certified ultra low emitting formaldehyde (ULEF) resins do not insure that the indoor air will have concentrations of formaldehyde the meet the OEHHA cancer risks that substantially exceed 10 per million. The permissible emission rates for ULEF composite wood products are only 11-15% lower than the CARB Phase 2 emission rates. Only use of composite wood products made with no-added formaldehyde resins (NAF), such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

The following describes a method that should be used, prior to construction in the environmental review under CEQA, for determining whether the indoor concentrations resulting from the formaldehyde emissions of specific building materials/furnishings selected exceed cancer and non-cancer guidelines. Such a design analyses can be used to identify those materials/furnishings prior to the completion of the City's CEQA review and project approval, that have formaldehyde emission rates that contribute to indoor concentrations that exceed cancer and non-cancer guidelines, so that alternative lower emitting materials/furnishings may be selected and/or higher minimum outdoor air ventilation rates can be increased to achieve acceptable indoor concentrations and incorporated as mitigation measures for this project.

O2.10 cont.

Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment

This formaldehyde emissions assessment should be used in the environmental review under CEQA to assess the indoor formaldehyde concentrations from the proposed loading of building materials/furnishings, the area-specific formaldehyde emission rate data for building materials/furnishings, and the design minimum outdoor air ventilation rates. This assessment allows the applicant (and the City) to determine, before the conclusion of the environmental review process and the building materials/furnishings are specified, purchased, and installed, if the total chemical emissions will exceed cancer and non-cancer guidelines, and if so, allow for changes in the selection of specific material/furnishings and/or the design minimum outdoor air ventilations rates such that cancer and non-cancer guidelines are not exceeded.

O2.11

1.) Define Indoor Air Quality Zones. Divide the building into separate indoor air quality zones, (IAQ Zones). IAQ Zones are defined as areas of well-mixed air. Thus, each ventilation system with recirculating air is considered a single zone, and each room or group of rooms where air is not recirculated (e.g. 100% outdoor air) is considered a separate zone. For IAQ Zones with the same construction material/furnishings and design minimum outdoor air ventilation rates. (e.g. hotel rooms, apartments, condominiums, etc.) the formaldehyde emission rates need only be assessed for a single IAQ Zone of that type.

2.) Calculate Material/Furnishing Loading. For each IAQ Zone, determine the building material and furnishing loadings (e.g., m^2 of material/m^2 floor area, units of furnishings/m^2 floor area) from an inventory of all potential indoor formaldehyde sources, including flooring, ceiling tiles, furnishings, finishes, insulation, sealants, adhesives, and any products constructed with composite wood products containing urea-formaldehyde resins (e.g., plywood, medium density fiberboard, particleboard).

3.) Calculate the Formaldehyde Emission Rate. For each building material, calculate the formaldehyde emission rate (µg/h) from the product of the area-specific formaldehyde emission rate (µg/m^2-h) and the area (m^2) of material in the IAQ Zone, and from each furnishing (e.g. chairs, desks, etc.) from the unit-specific formaldehyde emission rate (µg/unit-h) and the number of units in the IAQ Zone.

O2.11 cont.

NOTE: As a result of the high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014), most manufacturers of building materials furnishings sold in the United States conduct chemical emission rate tests using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers," (CDPH, 2017), or other equivalent chemical emission rate testing methods. Most manufacturers of building furnishings sold in the United States conduct chemical emission rate tests using ANSI/BIFMA M7.1 Standard Test Method for Determining VOC Emissions (BIFMA, 2018), or other equivalent chemical emission rate testing methods.

CDPH, BIFMA, and other chemical emission rate testing programs, typically certify that a material or furnishing does not create indoor chemical concentrations in excess of the maximum concentrations permitted by their certification. For instance, the CDPH emission rate testing requires that the measured emission rates when input into an office, school, or residential model do not exceed one-half of the OEHHA Chronic Exposure Guidelines (OEHHA, 2017b) for the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017). These certifications themselves do not provide the actual area-specific formaldehyde emission rate (i.e., µg/m^2-h) of the product, but rather provide data that the formaldehyde emission rates do not exceed the maximum rate allowed

for the certification. Thus, for example, the data for a certification of a specific type of flooring may be used to calculate that the area-specific emission rate of formaldehyde is less than 31 µg/m^2-h, but not the actual measured specific emission rate, which may be 3, 18, or 30 µg/m^2-h. These area-specific emission rates determined from the product certifications of CDPH, BIFA, and other certification programs can be used as an initial estimate of the formaldehyde emission rate.

If the actual area-specific emission rates of a building material or furnishing is needed (i.e. the initial emission rates estimates from the product certifications are higher than desired), then that data can be acquired by requesting from the manufacturer the complete chemical emission rate test report. For instance if the complete CDPH emission test report is requested for a CDHP certified product, that report will provide the actual area-specific emission rates for not only the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017), but also all of the cancer and reproductive/developmental chemicals listed in the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), all of the toxic air contaminants (TACs) in the California Air Resources Board Toxic Air Contamination List (CARB, 2011), and the 10 chemicals with the greatest emission rates. **O2.11 cont.**

Alternatively, a sample of the building material or furnishing can be submitted to a chemical emission rate testing laboratory, such as Berkeley Analytical Laboratory (https://berkeleyanalytical.com), to measure the formaldehyde emission rate.

4.) Calculate the Total Formaldehyde Emission Rate. For each IAQ Zone, calculate the total formaldehyde emission rate (i.e. µg/h) from the individual formaldehyde emission rates from each of the building material/furnishings as determined in Step 3.

5.) Calculate the Indoor Formaldehyde Concentration. For each IAQ Zone, calculate the indoor formaldehyde concentration (µg/m^3) from Equation 1 by dividing the total formaldehyde emission rates (i.e. µg/h) as determined in Step 4, by the design minimum outdoor air ventilation rate (m^3/h) for the IAQ Zone.

$$C_{in} = \frac{E_{total}}{Q_{oa}} \quad \text{(Equation 1)}$$

where:

C_{in} = indoor formaldehyde concentration (µg/m^3)

E_{total} = total formaldehyde emission rate (µg/h) into the IAQ Zone.

Q_{oa} = design minimum outdoor air ventilation rate to the IAQ Zone (m^3/h)

The above Equation 1 is based upon mass balance theory, and is referenced in Section 3.10.2 "Calculation of Estimated Building Concentrations" of the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers", (CDPH, 2017).

6.) Calculate the Indoor Exposure Cancer and Non-Cancer Health Risks. For each IAQ Zone, calculate the cancer and non-cancer health risks from the indoor formaldehyde concentrations determined in Step 5 and as described in the OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines; Guidance Manual for Preparation of Health Risk Assessments (OEHHA, 2015). O2.11 cont.

7.) Mitigate Indoor Formaldehyde Exposures of exceeding the CEQA Cancer and/or Non-Cancer Health Risks. In each IAQ Zone, provide mitigation for any formaldehyde exposure risk as determined in Step 6, that exceeds the CEQA cancer risk of 10 per million or the CEQA non-cancer Hazard Quotient of 1.0.

Provide the source and/or ventilation mitigation required in all IAQ Zones to reduce the health risks of the chemical exposures below the CEQA cancer and non-cancer health risks.

Source mitigation for formaldehyde may include:

1.) reducing the amount materials and/or furnishings that emit formaldehyde
2.) substituting a different material with a lower area-specific emission rate of formaldehyde

Ventilation mitigation for formaldehyde emitted from building materials and/or furnishings may include:

1.) increasing the design minimum outdoor air ventilation rate to the IAQ Zone.

NOTE: Mitigating the formaldehyde emissions through use of less material/furnishings, or use of lower emitting materials/furnishings, is the preferred mitigation option, as mitigation with increased outdoor air ventilation increases initial and operating costs associated with the heating/cooling systems.

Further, we are not asking that the builder "speculate" on what and how much composite materials be used, but rather at the design stage to select composite wood materials based on the formaldehyde emission rates that manufacturers routinely conduct using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers," (CDPH, 2017), and use the procedure described earlier above (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

O2.11 cont.

Outdoor Air Ventilation Impact. Another important finding of the CNHS, was that the outdoor air ventilation rates in the homes were very low. Outdoor air ventilation is a very important factor influencing the indoor concentrations of air contaminants, as it is the primary removal mechanism of all indoor air generated contaminants. Lower outdoor air exchange rates cause indoor generated air contaminants to accumulate to higher indoor air concentrations. Many homeowners rarely open their windows or doors for ventilation as a result of their concerns for security/safety, noise, dust, and odor concerns (Price, 2007). In the CNHS field study, 32% of the homes did not use their windows during the 24-hour Test Day, and 15% of the homes did not use their windows during the entire preceding week. Most of the homes with no window usage were homes in the winter field session. Thus, a substantial percentage of homeowners never open their windows, especially in the winter season. The median 24-hour measurement was 0.26 air changes per hour (ach), with a range of 0.09 ach to 5.3 ach. A total of 67% of the homes had outdoor air exchange rates below the minimum California Building Code (2001) requirement of 0.35 ach. Thus, the relatively tight envelope construction, combined with the fact that many people never open their

O2.12

windows for ventilation, results in homes with low outdoor air exchange rates and higher indoor air contaminant concentrations. O2.12 cont.

The Grand Project, City of Redlands, CA, is close to roads with moderate to high traffic (e.g., San Bernardino Freeway (10), West Redland Avenue, North Eureka Street, Orange Street, Brookside Avenue, etc.), as well as air traffic from the San Bernardino International Airport and rail traffic associated with the Redlands Train Station, and thus the Project site is a sound impacted site.

According to The Grand Project - Sustainable Communities Environmental Assessment. (Environment Planning Development Solutions, 2022), the 2025 traffic noise levels with the Project reported in Table N-6, range from 65.6 dBA to 68.7 dBA CNEL. O2.13

As a result of the anticipated high outdoor noise levels, the current project will require a mechanical supply of outdoor air ventilation to allow for a habitable interior environment with closed windows and doors. Such a ventilation system would allow windows and doors to be kept closed at the occupant's discretion to control exterior noise within building interiors.

$PM_{2.5}$ Outdoor Concentrations Impact. An additional impact of the nearby motor vehicle traffic associated with this project, are the outdoor concentrations of $PM_{2.5}$. According to The Grand Project - Sustainable Communities Environmental Assessment. (Environment Planning Development Solutions, 2022) the Project is located in the South Coast Air Basin, which is a State and Federal non-attainment area for $PM_{2.5}$.

An air quality analyses should to be conducted to determine the concentrations of $PM_{2.5}$ in the outdoor and indoor air that people inhale each day. This air quality analyses needs to consider the cumulative impacts of the project related emissions, existing and projected future emissions from local $PM_{2.5}$ sources (e.g. stationary sources, motor vehicles, and airport traffic) upon the outdoor air concentrations at the Project site. If the outdoor concentrations are determined to exceed the California and National annual average $PM_{2.5}$ exceedence concentration of 12 $\mu g/m^3$, or the National 24-hour average exceedence concentration of 35 $\mu g/m^3$, then the buildings need to have a mechanical supply of outdoor O2.14

air that has air filtration with sufficient removal efficiency, such that the indoor concentrations of outdoor $PM_{2.5}$ particles is less than the California and National $PM_{2.5}$ annual and 24-hour standards.

It is my experience that based on the projected high traffic noise levels, the annual average concentration of $PM_{2.5}$ will exceed the California and National $PM_{2.5}$ annual and 24-hour standards and warrant installation of high efficiency air filters (i.e. MERV 13 or higher) in all mechanically supplied outdoor air ventilation systems.

O2.14 cont.

Indoor Air Quality Impact Mitigation Measures

The following are recommended mitigation measures to minimize the impacts upon indoor quality:

Indoor Formaldehyde Concentrations Mitigation. Use only composite wood materials (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins (CARB, 2009). CARB Phase 2 certified composite wood products, or ultra-low emitting formaldehyde (ULEF) resins, do not insure indoor formaldehyde concentrations that are below the CEQA cancer risk of 10 per million. Only composite wood products manufactured with CARB approved no-added formaldehyde (NAF) resins, such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

O2.15

Alternatively, conduct the previously described Pre-Construction Building Material/Furnishing Chemical Emissions Assessment, to determine that the combination of formaldehyde emissions from building materials and furnishings do not create indoor formaldehyde concentrations that exceed the CEQA cancer and non-cancer health risks.

It is important to note that we are not asking that the builder "speculate" on what and how much composite materials be used, but rather at the design stage to select composite wood materials based on the formaldehyde emission rates that manufacturers routinely conduct

using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers", (CDPH, 2017), and use the procedure described above (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde. **O2.15 cont.**

Outdoor Air Ventilation Mitigation. Provide each habitable room with a continuous mechanical supply of outdoor air that meets or exceeds the California 2016 Building Energy Efficiency Standards (California Energy Commission, 2015) requirements of the greater of 15 cfm/occupant or 0.15 cfm/ft^2 of floor area. Following installation of the system conduct testing and balancing to insure that required amount of outdoor air is entering each habitable room and provide a written report documenting the outdoor airflow rates. Do not use exhaust only mechanical outdoor air systems, use only balanced outdoor air supply and exhaust systems or outdoor air supply only systems. Provide a manual for the occupants or maintenance personnel, that describes the purpose of the mechanical outdoor air system and the operation and maintenance requirements of the system. **O2.16**

$PM_{2.5}$ Outdoor Air Concentration Mitigation. Install air filtration with sufficient $PM_{2.5}$ removal efficiency (e.g. MERV 13 or higher) to filter the outdoor air entering the mechanical outdoor air supply systems, such that the indoor concentrations of outdoor $PM_{2.5}$ particles are less than the California and National $PM_{2.5}$ annual and 24-hour standards. Install the air filters in the system such that they are accessible for replacement by the occupants or maintenance personnel. Include in the mechanical outdoor air ventilation system manual instructions on how to replace the air filters and the estimated frequency of replacement. **O2.17**

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APPENDIX A

INDOOR FORMALDEHYDE CONCENTRATIONS
AND THE
CARB FORMALDEHYDE ATCM

With respect to formaldehyde emissions from composite wood products, the CARB ATCM regulations of formaldehyde emissions from composite wood products, do not assure healthful indoor air quality. The following is the stated purpose of the CARB ATCM regulation - *The purpose of this airborne toxic control measure is to "reduce formaldehyde emissions from composite wood products, and finished goods that contain composite wood products, that are sold, offered for sale, supplied, used, or manufactured for sale in California"*. In other words, the CARB ATCM regulations do not "assure healthful indoor air quality", but rather "reduce formaldehyde emissions from composite wood products".

Just how much protection do the CARB ATCM regulations provide building occupants from the formaldehyde emissions generated by composite wood products? Definitely some, but certainly the regulations do not "*assure healthful indoor air quality"* when CARB Phase 2 products are utilized. As shown in the Chan 2019 study of new California homes, the median indoor formaldehyde concentration was of 22.4 $\mu g/m^3$ (18.2 ppb), which corresponds to a cancer risk of 112 per million for occupants with continuous exposure, which is more than 11 times the CEQA cancer risk of 10 per million.

Another way of looking at how much protection the CARB ATCM regulations provide building occupants from the formaldehyde emissions generated by composite wood products is to calculate the maximum number of square feet of composite wood product that can be in a residence without exceeding the CEQA cancer risk of 10 per million for occupants with continuous occupancy.

For this calculation I utilized the floor area (2,272 ft^2), the ceiling height (8.5 ft), and the number of bedrooms (4) as defined in Appendix B (New Single-Family Residence Scenario) of the Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers, Version 1.1, 2017, California Department of Public Health,

Richmond, CA. https://www.cdph.ca.gov/Programs/CCDPHP/DEODC/EHLB/IAQ/Pages/VOC.aspx.

For the outdoor air ventilation rate I used the 2019 Title 24 code required mechanical ventilation rate (ASHRAE 62.2) of 106 cfm (180 m^3/h) calculated for this model residence. For the composite wood formaldehyde emission rates I used the CARB ATCM Phase 2 rates.

The calculated maximum number of square feet of composite wood product that can be in a residence, without exceeding the CEQA cancer risk of 10 per million for occupants with continuous occupancy are as follows for the different types of regulated composite wood products.

Medium Density Fiberboard (MDF) – 15 ft^2 (0.7% of the floor area), or
Particle Board – 30 ft^2 (1.3% of the floor area), or
Hardwood Plywood – 54 ft^2 (2.4% of the floor area), or
Thin MDF – 46 ft^2 (2.0 % of the floor area).

For offices and hotels the calculated maximum amount of composite wood product (% of floor area) that can be used without exceeding the CEQA cancer risk of 10 per million for occupants, assuming 8 hours/day occupancy, and the California Mechanical Code minimum outdoor air ventilation rates are as follows for the different types of regulated composite wood products.

Medium Density Fiberboard (MDF) – 3.6 % (offices) and 4.6% (hotel rooms), or
Particle Board – 7.2 % (offices) and 9.4% (hotel rooms), or
Hardwood Plywood – 13 % (offices) and 17% (hotel rooms), or
Thin MDF – 11 % (offices) and 14 % (hotel rooms)

Clearly the CARB ATCM does not regulate the formaldehyde emissions from composite wood products such that the potentially large areas of these products, such as for flooring, baseboards, interior doors, window and door trims, and kitchen and bathroom cabinetry, could be used without causing indoor formaldehyde concentrations that result in CEQA

cancer risks that substantially exceed 10 per million for occupants with continuous occupancy.

Even composite wood products manufactured with CARB certified ultra low emitting formaldehyde (ULEF) resins do not insure that the indoor air will have concentrations of formaldehyde the meet the OEHHA cancer risks that substantially exceed 10 per million. The permissible emission rates for ULEF composite wood products are only 11-15% lower than the CARB Phase 2 emission rates. Only use of composite wood products made with no-added formaldehyde resins (NAF), such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

If CARB Phase 2 compliant or ULEF composite wood products are utilized in construction, then the resulting indoor formaldehyde concentrations should be determined in the design phase using the specific amounts of each type of composite wood product, the specific formaldehyde emission rates, and the volume and outdoor air ventilation rates of the indoor spaces, and all feasible mitigation measures employed to reduce this impact (e.g. use less formaldehyde containing composite wood products and/or incorporate mechanical systems capable of higher outdoor air ventilation rates). See the procedure described earlier (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

Alternatively, and perhaps a simpler approach, is to use only composite wood products (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins.

RESPONSE TO COMMENT LETTER O2: Lozeau Drury, LLP

Response to Comment O2.1: This comment provides background on the Project and introduces the comment letter. Comment O2.1 is introductory in nature does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.1 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.2: This comment states that SAFER requests that the Planning Division refrain from taking any action on the Project and SCEA because the SCEA's conclusions about the Project's impacts to air quality are not supported by substantial evidence. In addition, the comment requests that the City prepare an EIR for the Project. Comment O2.2 is introductory in nature does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.2 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.3: This comment provides a summary of the proposed Project description. Comment O2.3 is introductory in nature does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.3 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.4: This comment provides a background summary of the purpose, use, and legal background of a SCEA and provides a summary of SCAG's 2020-2045 RTP/SCS. Comment O2.4 is introductory in nature and does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.4 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.5: This comment states that air quality experts reviewed the SCEA and found that the SCEA's conclusions related to the Project's air quality impacts are not supported by substantial evidence. The comment provides an introduction to Exhibit A to the comment letter, which details Mr. Offerman's assessment that the SCEA failed to address and mitigate the human health impacts from indoor emissions of formaldehyde. Comment O2.5 is introductory in nature does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.5 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.6: This comment states that the SCEA fails to disclose, analyze and mitigate the significant health risks posed by the Project from formaldehyde, a toxic air contaminant (TAC) to future residents and employees of the Project. The comment further states that emissions of indoor formaldehyde would surpass SCAQMD's threshold for TACs and the Project would have a significant adverse impact and that carcinogenic formaldehyde emissions are not an existing environmental condition. The comment concludes by stating that the City must include an analysis of formaldehyde associated health risks within an EIR and identify appropriate mitigation measures. As stated within the SCEA on page 135, the proposed Project would be required to comply with the California Green Building Standards Code (CALGreen) Sections 4.504.5 and 5.504.4.5. Furthermore, composite wood products used within the Project must be compliant with the California Air Resource Board (CARB) Airborne Toxic Control Measures Phase II or Toxic Substances Control Act (TSCA) Title VI. These state regulations along with Cal/OSHA are the main regulators of indoor formaldehyde products.

The comment does not describe how the asserted formaldehyde related cancer risk of 120 per million would occur and does not identify any Project-specific conditions (other than the fact that the Project' s construction may use wood building materials) that would lead to impacts. Current federal and state regulations exist, which limit the potential formaldehyde emissions from building materials. On June 1, 2018, the U. S. Toxic Substances Control Act (TSCA) Title VI was implemented, which requires composite wood products sold, supplied, offered for sale, manufactured, or imported in the United States are required to meet new emission standards for formaldehyde from composite wood products to reduce exposures to formaldehyde and avoid adverse health effects. Typical composite wood products include hardwood plywood, medium-density fiberboard, and particleboard, as well as household and other finished goods containing these products. The new emission limits include the following:

- Hardwood Plywood: 0.05 parts per million (ppm)
- Particleboard: 0.09 ppm
- Medium - density fibreboard: 0. 1 1 ppm
- Thin Medium -density fibreboard: 0. 13 ppm

These emission levels were determined to be in compliance with and result in less exposure (e. g., daily intake) than the California Proposition 65 safe harbor level for formaldehyde (40 µg/ day), which is based on Proposition 65' s risk criterion of 1 in 100, 000. Thus, products manufactured to TSCA Title VI and California Proposition 65 safe harbor standards, which is now required by the U. S. EPA for all products manufactured or imported into the United States, would not generate formaldehyde emissions that would exceed the SCAQMD significance threshold of 10 per million.

CARB identifies that these standards are projected to lead to a reduction in statewide formaldehyde emissions of 500 tons per year. Reduced risk of cancer from formaldehyde exposure is also a resulting benefit, and implementation of these standards is estimated to reduce excess cancer cases per million people from formaldehyde exposure by about 40 percent[1]. The CalGreen Building Code also includes similar formaldehyde limits for building products.

The Project would be implemented pursuant to these formaldehyde requirements, as all products manufactured or imported in the United States would be required to meet these regulations. This would limit the potential of human health and cancer risks to a less than significant level pursuant to the SCAQMD significance threshold of 10 per million. Thus, building material manufacturer compliance with existing regulations would avoid potentially significant impacts related to formaldehyde. Thereby, the Project would also result in less than significant impacts. Comment O2.6 does not provide accurate evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.6 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.7: This comment states that an EIR should be prepared for the proposed Project or the SCEA should be revised prior to any further action on the Project. As substantiated by Response to Comments O2.1 through O2.6 and O2.8 through O2.17, none of the comments within the organization's comment letter provide evidence of significant impacts that would require preparation of an EIR or that would require substantial changes to the SCEA. No further response is warranted.

Response to Comment O2.8: This comment provides a summary of indoor air pollutants. The commenter is referred to the discussion in Response to Comment O2.6. Comment O2.8 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review

[1] https:// www.arb.ca.gov/ toxics/ compwood/ implementation/ faq.htm# G

SCEA. Comment O2.8 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.9: This comment provides a summary of indoor formaldehyde concentrations in new construction and its associated cancer risks. The commenter is referred to the discussion in Response to Comment O2.6. Comment O2.9 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.9 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.10: This comment states that residential occupants and employees of the Project would have a continuous exposure to formaldehyde, which would result in significant cancer risks. The commenter is referred to the discussion in Response to Comment O2.6. Furthermore, the commenter significantly overestimates the amount of daily formaldehyde exposure to residents. First, the commenter assumes that residential occupants would inhale 20 cubic meters of air per day yet cites no evidence to substantiate this assumption. According to the American Lung Association, the average person inhales approximately 2,000 gallons of air per day, or roughly 7.57 cubic meters per day.[2] Second, the commenter incorrectly applies an entire 70-year average lifetime (24 hours per day from birth to death) to calculate residential formaldehyde exposure, thus vastly overestimating any potential formaldehyde exposure to residents who would occupy the Project. This means that residents would live in their units 24 hours per day for their entire lives. Estimates of how many times a person living in the United States moves in his or her lifetime have ranged from 9 times to 11 times, depending on age, race, and socioeconomic status, among other categories.[3] Thus, it is speculative and inaccurate to assume that the initial residents who occupy the Project would remain for the remaining duration of their lives. Therefore, the commenter does not provide credible evidence of significant impacts related to indoor air quality.

Moreover, within Appendix A, the commenter is speculating that composite wood materials would be used in the interior of the building. Indoor building materials will not be known until the building permit stage. As such, any further analysis on the content of indoor building materials would be speculative.

Therefore, Comment O2.10 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.10 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.11: This comment provides a formaldehyde emissions assessment that the commenter states should be used in the SCEA. The commenter is referred to the discussion in Response to Comment O2.6 and O2.10. Comment O2.11 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.11 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.12: This comment states that outdoor ventilation is an important factor influencing the indoor concentrations of air contaminants. The commenter is referred to the discussion in Response to Comment O2.6 and O2.10. Comment O2.12 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.12 and

[2] American Lung Association, How Your Lungs Get the Job Done, website: https://www.lung.org/blog/how-your-lungs-work, accessed February 2022.

[3] United States Census Bureau, Calculating Migration Expectancy Using ACS Data, website: https://www.census.gov/topics/population/migration/guidance/calculating-migration-expectancy.html, accessed February 2022; FiveThirtyEight, How Many Times Does The Average Person Move, website: https://fivethirtyeight.com/features/how-many-times-the-average-person-moves/, accessed February 2022 .

this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.13: This comment states that the Project is close to roads with moderate to high traffic as well as air traffic from the San Bernardino International Airport. The comment states that as a result of the high outdoor noise levels, the Project will require a mechanical supply of outdoor air ventilation to allow for a habitable indoor environment. The commenter is referred to the discussion in Response to Comment O2.6 and O2.10. Comment O2.13 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.13 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.14: The comment states that an air quality analysis should be conducted to determine the concentrations of $PM_{2.5}$. This comment states that based on the traffic in the area, the Project may warrant the installation of high efficiency air filters. The commenter is requesting the installation of MERV 13 or higher, this is now a Title 24 requirement by which the Project will comply. The commenter is referred to the 2019 Title 24 Building Energy Efficiency Standards Section 120.1[4]. Comment O2.14 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.14 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.15: This comment provides recommended mitigation measures to minimize impacts to indoor air quality from formaldehyde. As impacts are less than significant, no mitigation measures are warranted. The commenter is referred to the discussion in Response to Comment O2.6 and O2.10. Comment O2.15 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.15 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.16: This comment provides recommended mitigation measures for outdoor air ventilation. As impacts are less than significant, no mitigation measures are warranted. The commenter is referred to the discussion in Response to Comment O2.6 and O2.10. Comment O2.16 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.16 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.17: This comment provides recommended mitigation measures for air filtration. The commenter is requesting the installation of MERV 13 or higher, this is now a Title 24 requirement by which the Project will comply. The commenter is referred to the 2019 Title 24 Building Energy Efficiency Standards Section 120.1[5]. Comment O2.17 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.17 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

[4] https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section1201requirementsforventilationandindoorairquality.htm)
[5] https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section1201requirementsforventilationandindoorairquality.htm)

Letter I1: T. Allen Jolliff, Received July 30, 2022

If the units are multi-family, why didn't the developers plan to create, at least, two parking spaces for each unit. Also, if a family would like to rely more on bicycles, I do not see mention of a secure area for the bikes. Securing bikes, especially when visiting new businesses, seems vital to encourage reducing a need for cars and their negative impact in the area. I1.1

Concerned Redlands Voter, T. Jolliff

RESPONSE TO LETTER I1: T. Allen Jolliff

Comment I1.1: This comment states that if these units are multi-family, there should be at least two parking spaces per unit. In addition, the comment states that there is no mention of how bikes would be secured if families are supposed to rely on bikes.

Parking or a lack of parking is not considered an environmental impact under CEQA. However, pursuant to City of Redlands Municipal Code Section 18.92.080, with a Conditional Use Permit, only 1 parking space is required for units up to 999 square feet (SF), 1.5 space is required for units 1,000 to 1,499 SF, and 2 spaces are required for units greater than 1,500 SF. As discussed within the SCEA and shown on Figure 3-1, *Conceptual Site Plan, Parking Level*, the Project would include multiple bike storage rooms and bike maintenance rooms adjacent to the parking garage. This comment does not raise a specific issue with the adequacy of the SCEA or raise any other CEQA issues. Therefore, no further response is required.

3. Mitigation Monitoring and Reporting Program

Introduction

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which an Mitigated Negative Declaration 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 Grand 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.

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 Grand Project. The table identifies the 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 Plan, Program, 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 1: MITIGATION MONITORING AND REPORTING PROGRAM
THE GRAND PROJECT

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
AIR QUALITY			
PPP AQ-1: Rule 403. All applicable measures included in Rule 403, shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to (1): • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. • The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less. • The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.	Note in Construction Plans and Specifications. Prior to Demolition and Grading Permits.	City of Redlands Building and Safety Division	
PPP AQ-2: Rule 1113. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 (2): • Only "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113 shall be used.	Note in Construction Plans, Specifications, and Permits. Prior to Demolition and Grading Permits.	City of Redlands Building and Safety Division	
PPP AQ-3: Rule 445. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 445 (3): • Rule 445 prohibits the use of wood burning stoves and fireplaces in new developments.	Note in Construction Plans, Specifications, and Permits. Prior to Building Permits.	City of Redlands Building and Safety Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
BIOLOGICAL RESOURCES			
MM BIO-1: Pre-construction Nesting Bird Survey. Construction plans and Project specifications shall state that if construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project area and adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.	Note in Construction Plans and Specifications. Prior to Demolition and Grading Permits.	City of Redlands Planning Division	
CULTURAL RESOURCES			
PPP CUL-1: Human Remains. Should human remains be discovered during project construction, the project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.	Note in Construction Plans and Specifications. Prior to Demolition and Grading Permits.	City of Redlands Planning Division	
MM CUL-1: Archaeological Testing and Data Recovery Plan. Prior to approval of any grading permit, the Project Applicant shall retain a qualified archaeologist to prepare an Archaeological Testing and Data Recovery Program. The Archaeological Testing and Data Recovery Program shall be	Note in Construction Plans and Specifications. Prior to Grading Permits.	City of Redlands Planning Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
implemented after existing onsite buildings are demolished and prior to ground disturbance and grading. The Archaeological Testing and Data Recovery Program shall include, at minimum, the following procedures: • Development of an Archaeological Testing and Data Recovery Plan, which shall include: o Background research and anticipated resource types o Research questions that can be addressed by the collection of data from the defined resource types o Field methods and procedures o Cataloging and laboratory analysis o Findings and interpretation • Following the development of the Archaeological Testing and Data Recovery Plan, the Archaeological Testing and Data Recovery Plan shall be provided to the City of Redlands Development Services Director for review and approval. Archaeological testing shall occur, with oversight by the qualified archaeologist, ahead of Project-related ground disturbance to identify the presence of archaeological resources within the Project area. • If no significant archaeological deposits are encountered during testing efforts, Project-related ground disturbance may continue. Archaeological monitoring shall occur during all Project-related ground disturbance, as stipulated in MM CUL-2. A final Archaeological Monitoring Report shall be prepared upon completion of ground disturbance. • Should potentially significant archaeological deposits be identified during testing efforts, archaeological data recovery shall be implemented by the Project archaeologist. Any excavation and recovery of identified resources shall be performed using standard archaeological techniques and the requirements stipulated in the			

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
Archaeological Testing and Data Recovery Plan. Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist. Following the completion of data recovery Project-related ground disturbance may continue. Archaeological monitoring shall occur during all Project-related ground disturbance, as stipulated in MM CUL-2. A final Archaeological Monitoring Report shall be prepared upon completion of ground disturbance.			
MM CUL-2: Archaeological Monitoring. The Applicant shall retain a qualified archaeologist to perform archaeological monitoring and the archaeologist shall be present during initial ground-disturbing activities (e.g., site preparation, demolition of historic structures, and grading up to ten feet below surface) to identify and assess any known or suspected archaeological and/or cultural resource. The qualified archaeologist shall develop a Cultural Resources Management Plan to address the details, timing, and responsibility of all archaeological and cultural resource activities that occur on the Project site. The plan shall include a scope of work, project grading and development scheduling, pre-construction meeting (with consultants, contractors, and monitors), a monitoring schedule during all initial ground-disturbance related activities, safety requirements, and protocols to follow in the event of previously unknown cultural resources discoveries that could be subject to a cultural resources evaluation. The plan shall be submitted to the City and the Consulting Tribe(s) for review and comment, prior to final approval by the City. The Monitoring and Treatment Plan shall incorporate the components described in Mitigation Measure TCR-1.	Note in Construction Plans and Specifications. Prior to Demolition and Grading Permits.	City of Redlands Planning Division	
GEOLOGY AND SOILS			
PPP GEO-1: California Building Code. The Project is required to comply with the California Building Code as included in the City's Municipal Code Chapter 15.04 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.	Note in Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Building and Safety Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
MM PAL-1: Paleontological Resources. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Redlands Planning Department, or designee, from a qualified professional paleontologist pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology (SRV), stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall also require paleontological monitoring pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the SRV for ground disturbing activities greater than five feet in depth within native soil, as determined by the Project paleontologist. In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered. Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional	Note in Construction Plans and Specifications. Prior to Grading Permits.	City of Redlands Planning Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.			
HYDROLOGY AND WATER QUALITY			
PPP WQ-1: Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) pursuant to the Municipal Code Chapter 13.54. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Redlands staff or its designee to confirm compliance.	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Building and Safety Division	
PPP WQ-2: Prior to grading permit issuance, the Project developer shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The project shall comply with the City's Municipal Code Section 13.54 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Building and Safety Division	
PUBLIC SERVICES			
PPP PS-1: Schools Development Impact Fees. Prior to issuance of building permit, the Developer shall pay applicable school development impact fees levied by the Redlands Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407).	Note in Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Planning Division	
PPP PS-2: Park Fees. As a Condition of Approval of a tentative map, the Developer shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.	Note in Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Planning Division	
PPP PS-3: Development Impact Fees. As a standard requirement and included as a Condition of Approval for the Project, and prior to issuance of any building permits for the Project, the Developer shall pay all applicable City of Redlands	Note in Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Planning Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.			
TRIBAL CULTURAL RESOURCES			
MM TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. A. The Project Applicant/Lead Agency shall retain a Native American Monitor from or approved by the Consulting Tribe(s), Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to commencement of any "ground-disturbing activity" for the subject Project at all Project locations (i.e., both onsite and any offsite locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. B. A copy of the executed monitoring agreement shall be submitted to the Lead Agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR") as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project Applicant/Lead Agency upon written request to the Tribe. D. Onsite tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project Applicant/Lead Agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project Applicant/Lead Agency that no future, planned construction	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Planning Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
activity, and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs. E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Consulting Tribe(s), Kizh monitor and/or Kizh archaeologist. The Consulting Tribe(s) or Kizh will recover and retain all discovered TCRs in the form and/or manner the Consulting Tribe(s) deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.			
MM TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects. A. Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98 are also to be treated according to this statute. B. If Native American human remains and/or grave goods are discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determinate the nature of the remains. If the coroner recognized the human remains to be those of a Native American, or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). D. Construction activities may resume in other parts of the Project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the Project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Planning Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.			
MM TCR-3: Procedures for Burials and Funerary Remains. A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials. D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Planning Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
protected. If the Project cannot be diverted, it may be determined that burials will be removed. E. In the event preservation in place is not possible despite good faith efforts by the Project Applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. G. The Consulting Tribe(s) will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Consulting Tribe(s), documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Consulting Tribe(s). If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.			

3. Mitigation Monitoring and Reporting Program

Introduction

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which an Mitigated Negative Declaration 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 Grand 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.

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 Grand Project. The table identifies the 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 Plan, Program, 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 1: MITIGATION MONITORING AND REPORTING PROGRAM
THE GRAND PROJECT

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
AIR QUALITY			
PPP AQ-1: Rule 403. All applicable measures included in Rule 403, shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to (1): • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. • The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less. • The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.	Note in Construction Plans and Specifications. Prior to Demolition and Grading Permits.	City of Redlands Building and Safety Division	
PPP AQ-2: Rule 1113. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 (2): • Only "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113 shall be used.	Note in Construction Plans, Specifications, and Permits. Prior to Demolition and Grading Permits.	City of Redlands Building and Safety Division	
PPP AQ-3: Rule 445. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 445 (3): • Rule 445 prohibits the use of wood burning stoves and fireplaces in new developments.	Note in Construction Plans, Specifications, and Permits. Prior to Building Permits.	City of Redlands Building and Safety Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
BIOLOGICAL RESOURCES			
MM BIO-1: Pre-construction Nesting Bird Survey. Construction plans and Project specifications shall state that if construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project area and adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.	Note in Construction Plans and Specifications. Prior to Demolition and Grading Permits.	City of Redlands Planning Division	
CULTURAL RESOURCES			
PPP CUL-1: Human Remains. Should human remains be discovered during project construction, the project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.	Note in Construction Plans and Specifications. Prior to Demolition and Grading Permits.	City of Redlands Planning Division	
MM CUL-1: Archaeological Testing and Data Recovery Plan. Prior to approval of any grading permit, the Project Applicant shall retain a qualified archaeologist to prepare an Archaeological Testing and Data Recovery Program. The Archaeological Testing and Data Recovery Program shall be	Note in Construction Plans and Specifications. Prior to Grading Permits.	City of Redlands Planning Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
implemented after existing onsite buildings are demolished and prior to ground disturbance and grading. The Archaeological Testing and Data Recovery Program shall include, at minimum, the following procedures: • Development of an Archaeological Testing and Data Recovery Plan, which shall include: o Background research and anticipated resource types o Research questions that can be addressed by the collection of data from the defined resource types o Field methods and procedures o Cataloging and laboratory analysis o Findings and interpretation • Following the development of the Archaeological Testing and Data Recovery Plan, the Archaeological Testing and Data Recovery Plan shall be provided to the City of Redlands Development Services Director for review and approval. Archaeological testing shall occur, with oversight by the qualified archaeologist, ahead of Project-related ground disturbance to identify the presence of archaeological resources within the Project area. • If no significant archaeological deposits are encountered during testing efforts, Project-related ground disturbance may continue. Archaeological monitoring shall occur during all Project-related ground disturbance, as stipulated in MM CUL-2. A final Archaeological Monitoring Report shall be prepared upon completion of ground disturbance. • Should potentially significant archaeological deposits be identified during testing efforts, archaeological data recovery shall be implemented by the Project archaeologist. Any excavation and recovery of identified resources shall be performed using standard archaeological techniques and the requirements stipulated in the			

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
Archaeological Testing and Data Recovery Plan. Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist. Following the completion of data recovery Project-related ground disturbance may continue. Archaeological monitoring shall occur during all Project-related ground disturbance, as stipulated in MM CUL-2. A final Archaeological Monitoring Report shall be prepared upon completion of ground disturbance.			
MM CUL-2: Archaeological Monitoring. The Applicant shall retain a qualified archaeologist to perform archaeological monitoring and the archaeologist shall be present during initial ground-disturbing activities (e.g., site preparation, demolition of historic structures, and grading up to ten feet below surface) to identify and assess any known or suspected archaeological and/or cultural resource. The qualified archaeologist shall develop a Cultural Resources Management Plan to address the details, timing, and responsibility of all archaeological and cultural resource activities that occur on the Project site. The plan shall include a scope of work, project grading and development scheduling, pre-construction meeting (with consultants, contractors, and monitors), a monitoring schedule during all initial ground-disturbance related activities, safety requirements, and protocols to follow in the event of previously unknown cultural resources discoveries that could be subject to a cultural resources evaluation. The plan shall be submitted to the City and the Consulting Tribe(s) for review and comment, prior to final approval by the City. The Monitoring and Treatment Plan shall incorporate the components described in Mitigation Measure TCR-1.	Note in Construction Plans and Specifications. Prior to Demolition and Grading Permits.	City of Redlands Planning Division	
GEOLOGY AND SOILS			
PPP GEO-1: California Building Code. The Project is required to comply with the California Building Code as included in the City's Municipal Code Chapter 15.04 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.	Note in Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Building and Safety Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
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PPP WQ-2: Prior to grading permit issuance, the Project developer shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The project shall comply with the City's Municipal Code Section 13.54 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Building and Safety Division	
PUBLIC SERVICES			
PPP PS-1: Schools Development Impact Fees. Prior to issuance of building permit, the Developer shall pay applicable school development impact fees levied by the Redlands Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407).	Note in Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Planning Division	
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Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.			
MM TCR-3: Procedures for Burials and Funerary Remains. A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials. D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Planning Division	

Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
protected. If the Project cannot be diverted, it may be determined that burials will be removed. E. In the event preservation in place is not possible despite good faith efforts by the Project Applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. G. The Consulting Tribe(s) will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Consulting Tribe(s), documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Consulting Tribe(s). If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.			

2. Response to Comments on the Public Review Draft SCEA

This memo contains responses to the comments that the City of Redlands (Lead Agency) received on the Sustainable Communities Environmental Assessment (SCEA) for The Grand Project during the public review period, which began July 14, 2022 and closed August 12, 2022 (SCH No. 2022070225). This document has been prepared in accordance with California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) and represents the independent judgment of the Lead Agency. This document and the circulated Public Review SCEA together comprise the Final SCEA.

The following public comments were submitted to the City of Redlands during the public review period:

O1. Yuhaaviatam of San Manuel Nation, Received August 11, 2022 (1 page)
O2. Lozeau Drury LLP, Received August 11, 2022 (23 pages)
I1. T. Allen Jolliff, Received July 30, 2022 (1 page)

The public comments and responses to comments are included in the public record and are available to the Lead Agency decision-makers for their review and consideration prior to making their decision. Pursuant to CEQA Statute Section 21155.2(b)(5), none of the comments provide substantial evidence that the Project will have significant environmental effects which would require preparation of an Environmental Impact Report. None of this new material indicates that the Project will result in a significant environmental impact or an increase in a less than significant impact previously disclosed in The Grand SCEA.

Although CEQA Statute Section 21155 does not require a Lead Agency to prepare written responses to comments received, the City of Redlands has elected to prepare the following written responses with the intent of conducting a comprehensive and meaningful evaluation of the proposed Project. The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.

Letter O1: Yuhaaviatam of San Manuel Nation, Received August 11, 2022

Hello Sean,

San Manuel concurs with the cultural resources report's recommendation for an archaeological testing plan that would occur after all existing structures have been removed. We hope to continue to consult on this project as it moves forward. **O1.1**

Respectfully,

Ryan Nordness

RESPONSE TO LETTER O1: Yuhaaviatam of San Manuel Nation

Comment O1.1: This comment states that the Tribe agrees with the cultural resources report's recommendation for an archaeological testing plan that would occur after all existing structures have been removed and that the Tribe hopes to continue to consult on the Project as it moves forward. Written notice was previously provided to the Yuhaaviatam of San Manuel Nation in accordance with California Government Code §65352.3 and Public Resources Code §21080.3.1 in the letter mailed to the Tribe on April 26, 2022. The Tribe responded on May 25, 2022 stating that the Tribe did not have any input on the Project and no additional consultation under SB 18 was required. Tribal consultation for the Project is discussed in Section 6.3.18 of the SCEA (see pages 195-199). Furthermore, Mitigation Measures TCR-1 through TCR-3 are included, which reduce any potential impacts to tribal cultural resources to a less than significant level. The comment does not raise any further environmental concerns or questions; therefore, no further response is warranted. The comment will be forward to City decision-makers.

Letter O2: Lozeau Drury, LLP, on behalf of Supporters Alliance for Environmental Responsibility
Received August 11, 2022

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Via Email

August 11, 2022

Sean Reilly, Principal Planner
City of Redlands
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sreilly@cityofredlands.org

Re: Comment on Sustainable Communities Environmental Assessment, The Grand Project (SCH 2022070225; Commission Review & Approval No. 911, TPM No. 20175, Specific Plan Amendment No. 23 to Specific Plan 45)

Dear Mr. Reilly:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER"), regarding the Sustainable Communities Environmental Assessment ("SCEA") prepared for the project known as The Grand Project (SCH 2022070225; Commission Review & Approval No. 911, TPM No. 20175, Specific Plan Amendment No. 23 to Specific Plan 45), including all actions referring or related to the construction of a four-story apartment building with 146 multi-family dwelling units and a two-story subterranean parking garage located at 200-206 West Redlands Boulevard in the City of Redlands ("Project"). **O2.1**

After reviewing the SCEA, SAFER requests that the City of Redlands ("City") refrain from taking any action on the Project and SCEA at this time because the SCEA's conclusions about the Project's impacts to indoor air quality are not supported by substantial evidence. These comments are supported by the expert comments of Certified Industrial Hygienist, Francis "Bud" Offermann, PE, CIH. Mr. Offermann's comments are attached as Exhibit A and incorporated herein by reference. **O2.2**

I. PROJECT DESCRIPTION

The proposed project involves construction of a four-story apartment building with 146 multi-family dwelling units and amenities on a 1.49-acre site. The Project also includes construction of a two-story subterranean parking garage. The site is currently developed with a commercial building, surface parking, and related infrastructure, all of which will be demolished for the development of the Project. The site has a General **O2.3**

Plan designation of commercial, and the entire Project is located within the Transit Village Overlay. It is also zoned as Specific Plan 45 Town Center Historic, which has a building height limit which the proposed project exceeds, therefore the Project will require a Specific Plan Amendment to increase the maximum building height to four stories.

O2.3 cont.

Construction will result in 3,450 tons of debris, 3,200 of which will be crushed on site and the remainder of which will be hauled off-site. The project anticipates export of 9,000 cubic yards of soil. The Project requires Planning Commission review and approval, a Specific Plan Amendment, and a Development Agreement.

II. LEGAL BACKGROUND

A. Sustainable Communities Environmental Assessment under SB 375.

CEQA allows for the streamlining of environmental review for "transit priority projects" meeting certain criteria. (PRC §§ 21155, 21155.1, 21155.2). To qualify as a transit priority project, a project must

(1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
(2) provide a minimum net density of at least 20 dwelling units per acre; and
(3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

(PRC § 21155(b)). A transit priority project is eligible for CEQA's streamlining provisions where,

O2.4

> [The transit priority project] is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board . . . has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

(PRC § 21155(a)). In 2020, SCAG's Regional Council formally adopted the Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy ("2020 RTP/SCS"), which was accepted by CARB on October 30, 2020.

If "all feasible mitigation measures, performance standards, or criteria set forth in

the prior applicable environmental impact reports and adopted in findings made pursuant to Section 21081" are applied to a transit priority project, the project is eligible to conduct environmental review using a SCEA. (PRC § 21155.2). A SCEA must contain an initial study which "identif[ies] all significant or potentially significant impacts of the transit priority project . . . based on substantial evidence in light of the whole record." (PRC § 21155.2(b)(1)). The initial study must also "identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports." (*Id*). The SCEA must then "contain measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study." (PRC §21155(b)(2)). The SCEA is not required to discuss growth inducing impacts or any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network. (PRC § 21159.28(a)). O2.4 cont.

After circulating the SCEA for public review and considering all comments, a lead agency may approve the SCEA with findings that all potentially significant impacts have been identified and mitigated to a less-than-significant level. (PRC § 21155(b)(3), (b)(4), (b)(5)). A lead agency's approval of a SCEA must be supported by substantial evidence. (PRC §21155(b)(7)).

III. DISCUSSION

A. The SCEA's conclusions regarding the Project's indoor air quality impacts are not supported by substantial evidence.

Indoor air quality expert Francis "Bud" Offermann, PE, CIH reviewed the SCEA and found that the SCEA's conclusions as to the Project's indoor air quality impacts were not supported by substantial evidence. Mr. Offermann found that the SCEA failed to address and mitigate the human health impacts from indoor emissions of formaldehyde. Mr. Offermann's comment and CV are attached as Exhibit A. O2.5

a. <u>The SCEA fails to discuss or mitigate the Project's significant indoor air quality impacts.</u>

The SCEA fails to discuss, disclose, analyze, and mitigate the significant health risks posed by the Project from formaldehyde, a toxic air contaminant ("TAC"). As discussed below and set forth in Mr. Offermann's comments, the Project's emissions of formaldehyde to air will result in very significant cancer risks to future residents of the Project's residential component. Mr. Offermann's expert opinion demonstrates the Project's significant health risk impacts, which the City has a duty to investigate, disclose, and mitigate in the SCEA prior to approval. O2.6

Mr. Offermann explains that many composite wood products used in building materials and furnishings commonly found in offices, warehouses, residences, and hotels contain formaldehyde-based glues which off-gas formaldehyde over a very long time period. He states, "[t]he primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and particleboard. These materials are commonly used in building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims." (Ex. A, p. 2-3).

Formaldehyde is a known human carcinogen. Mr. Offermann states that future residents of the Project would be exposed to a 120 in one million risk, ***even assuming*** all materials are compliant with the California Air Resources Board's formaldehyde airborne toxics control measure. (*Id*. at 4). This potential exposure level exceeds the South Coast Air Quality Management District's ("SCAQMD") CEQA significance threshold for airborne cancer risk of 10 per million. **O2.6 cont.**

Mr. Offermann concludes that mitigation measures should be imposed to reduce the risk of formaldehyde exposure. (*Id*. at 5-6). Mr. Offermann identifies mitigation measures that are available to reduce these significant health risks, including the installation of air filters and a requirement that the applicant use only composite wood materials (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins or ultra-low emitting formaldehyde (ULEF) resins in the buildings' interiors. (*Id*. at 9-12). Since the SCEA does not analyze this impact at all, none of these or other mitigation measures have been considered.

IV. CONCLUSION

For the foregoing reasons, the SCEA for the Project should be revised or an EIR prepared prior to any further action on the Project by the City. Thank you for considering these comments. **O2.7**

Sincerely,

Amalia Bowley Fuentes

Amalia Bowley Fuentes
LOZEAU DRURY LLP

EXHIBIT A

IEE INDOOR ENVIRONMENTAL ENGINEERING IEE
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Date: August 11, 2022

To: Amalia Bomley Fuentes
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, California 94612

From: Francis J. Offermann PE CIH

Subject: Indoor Air Quality: The Grand Project, City of Redlands, CA (IEE File Reference: P-4612)

Pages: 18

Indoor Air Quality Impacts

Indoor air quality (IAQ) directly impacts the comfort and health of building occupants, and the achievement of acceptable IAQ in newly constructed and renovated buildings is a well-recognized design objective. For example, IAQ is addressed by major high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014). Indoor air quality in homes is particularly important because occupants, on average, spend approximately ninety percent of their time indoors with the majority of this time spent at home (EPA, 2011). Some segments of the population that are most susceptible to the effects of poor IAQ, such as the very young and the elderly, occupy their homes almost continuously. Additionally, an increasing number of adults are working from home at least some of the time during the workweek. Indoor air quality also is a serious concern for workers in hotels, offices and other business establishments. O2.8

The concentrations of many air pollutants often are elevated in homes and other buildings relative to outdoor air because many of the materials and products used indoors contain and release a variety of pollutants to air (Hodgson et al., 2002; Offermann and Hodgson,

2011). With respect to indoor air contaminants for which inhalation is the primary route of exposure, the critical design and construction parameters are the provision of adequate ventilation and the reduction of indoor sources of the contaminants.

O2.8 cont.

Indoor Formaldehyde Concentrations Impact. In the California New Home Study (CNHS) of 108 new homes in California (Offermann, 2009), 25 air contaminants were measured, and formaldehyde was identified as the indoor air contaminant with the highest cancer risk as determined by the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), No Significant Risk Levels (NSRL) for carcinogens. The NSRL is the daily intake level calculated to result in one excess case of cancer in an exposed population of 100,000 (i.e., ten in one million cancer risk) and for formaldehyde is 40 µg/day. The NSRL concentration of formaldehyde that represents a daily dose of 40 µg is 2 µg/m^3, assuming a continuous 24-hour exposure, a total daily inhaled air volume of 20 m^3, and 100% absorption by the respiratory system. All of the CNHS homes exceeded this NSRL concentration of 2 µg/m^3. The median indoor formaldehyde concentration was 36 µg/m^3, and ranged from 4.8 to 136 µg/m^3, which corresponds to a median exceedance of the 2 µg/m^3 NSRL concentration of 18 and a range of 2.3 to 68.

O2.9

Therefore, the cancer risk of a resident living in a California home with the median indoor formaldehyde concentration of 36 µg/m^3, is 180 per million as a result of formaldehyde alone. The CEQA significance threshold for airborne cancer risk is 10 per million, as established by the South Coast Air Quality Management District (SCAQMD, 2015).

Besides being a human carcinogen, formaldehyde is also a potent eye and respiratory irritant. In the CNHS, many homes exceeded the non-cancer reference exposure levels (RELs) prescribed by California Office of Environmental Health Hazard Assessment (OEHHA, 2017b). The percentage of homes exceeding the RELs ranged from 98% for the Chronic REL of 9 µg/m^3 to 28% for the Acute REL of 55 µg/m^3.

The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and

particleboard. These materials are commonly used in building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims.

In January 2009, the California Air Resources Board (CARB) adopted an airborne toxics control measure (ATCM) to reduce formaldehyde emissions from composite wood products, including hardwood plywood, particleboard, medium density fiberboard, and also furniture and other finished products made with these wood products (California Air Resources Board 2009). While this formaldehyde ATCM has resulted in reduced emissions from composite wood products sold in California, they do not preclude that homes built with composite wood products meeting the CARB ATCM will have indoor formaldehyde concentrations below cancer and non-cancer exposure guidelines.

A follow up study to the California New Home Study (CNHS) was conducted in 2016-2018 (Singer et. al., 2019), and found that the median indoor formaldehyde in new homes built after 2009 with CARB Phase 2 Formaldehyde ATCM materials had lower indoor formaldehyde concentrations, with a median indoor concentrations of 22.4 $\mu g/m^3$ (18.2 ppb) as compared to a median of 36 $\mu g/m^3$ found in the 2007 CNHS. Unlike in the CNHS study where formaldehyde concentrations were measured with pumped DNPH samplers, the formaldehyde concentrations in the HENGH study were measured with passive samplers, which were estimated to under-measure the true indoor formaldehyde concentrations by approximately 7.5%. Applying this correction to the HENGH indoor formaldehyde concentrations results in a median indoor concentration of 24.1 $\mu g/m^3$, which is 33% lower than the 36 $\mu g/m^3$ found in the 2007 CNHS. **O2.9 cont.**

Thus, while new homes built after the 2009 CARB formaldehyde ATCM have a 33% lower median indoor formaldehyde concentration and cancer risk, the median lifetime cancer risk is still 120 per million for homes built with CARB compliant composite wood products. This median lifetime cancer risk is more than 12 times the OEHHA 10 in a million cancer risk threshold (OEHHA, 2017a).

With respect to The Grand Project, City of Redlands, CA, the buildings consist of residential spaces. **O2.10**

The residential occupants will potentially have continuous exposure (e.g. 24 hours per day, 52 weeks per year). These exposures are anticipated to result in significant cancer risks resulting from exposures to formaldehyde released by the building materials and furnishing commonly found in residential construction.

Because these residences will be constructed with CARB Phase 2 Formaldehyde ATCM materials, and be ventilated with the minimum code required amount of outdoor air, the indoor residential formaldehyde concentrations are likely similar to those concentrations observed in residences built with CARB Phase 2 Formaldehyde ATCM materials, which is a median of 24.1 $\mu g/m^3$ (Singer et. al., 2020)

Assuming that the residential occupants inhale 20 m^3 of air per day, the average 70-year lifetime formaldehyde daily dose is 482 µg/day for continuous exposure in the residences. This exposure represents a cancer risk of 120 per million, which is more than 12 times the CEQA cancer risk of 10 per million. For occupants that do not have continuous exposure, the cancer risk will be proportionally less but still substantially over the CEQA cancer risk of 10 per million (e.g. for 12/hour/day occupancy, more than 6 times the CEQA cancer risk of 10 per million). **O2.10 cont.**

Appendix A, Indoor Formaldehyde Concentrations and the CARB Formaldehyde ATCM, provides analyses that show utilization of CARB Phase 2 Formaldehyde ATCM materials will not ensure acceptable cancer risks with respect to formaldehyde emissions from composite wood products.

Even composite wood products manufactured with CARB certified ultra low emitting formaldehyde (ULEF) resins do not insure that the indoor air will have concentrations of formaldehyde the meet the OEHHA cancer risks that substantially exceed 10 per million. The permissible emission rates for ULEF composite wood products are only 11-15% lower than the CARB Phase 2 emission rates. Only use of composite wood products made with no-added formaldehyde resins (NAF), such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

The following describes a method that should be used, prior to construction in the environmental review under CEQA, for determining whether the indoor concentrations resulting from the formaldehyde emissions of specific building materials/furnishings selected exceed cancer and non-cancer guidelines. Such a design analyses can be used to identify those materials/furnishings prior to the completion of the City's CEQA review and project approval, that have formaldehyde emission rates that contribute to indoor concentrations that exceed cancer and non-cancer guidelines, so that alternative lower emitting materials/furnishings may be selected and/or higher minimum outdoor air ventilation rates can be increased to achieve acceptable indoor concentrations and incorporated as mitigation measures for this project.

O2.10 cont.

Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment

This formaldehyde emissions assessment should be used in the environmental review under CEQA to assess the indoor formaldehyde concentrations from the proposed loading of building materials/furnishings, the area-specific formaldehyde emission rate data for building materials/furnishings, and the design minimum outdoor air ventilation rates. This assessment allows the applicant (and the City) to determine, before the conclusion of the environmental review process and the building materials/furnishings are specified, purchased, and installed, if the total chemical emissions will exceed cancer and non-cancer guidelines, and if so, allow for changes in the selection of specific material/furnishings and/or the design minimum outdoor air ventilations rates such that cancer and non-cancer guidelines are not exceeded.

O2.11

1.) Define Indoor Air Quality Zones. Divide the building into separate indoor air quality zones, (IAQ Zones). IAQ Zones are defined as areas of well-mixed air. Thus, each ventilation system with recirculating air is considered a single zone, and each room or group of rooms where air is not recirculated (e.g. 100% outdoor air) is considered a separate zone. For IAQ Zones with the same construction material/furnishings and design minimum outdoor air ventilation rates. (e.g. hotel rooms, apartments, condominiums, etc.) the formaldehyde emission rates need only be assessed for a single IAQ Zone of that type.

2.) Calculate Material/Furnishing Loading. For each IAQ Zone, determine the building material and furnishing loadings (e.g., m^2 of material/m^2 floor area, units of furnishings/m^2 floor area) from an inventory of all potential indoor formaldehyde sources, including flooring, ceiling tiles, furnishings, finishes, insulation, sealants, adhesives, and any products constructed with composite wood products containing urea-formaldehyde resins (e.g., plywood, medium density fiberboard, particleboard).

3.) Calculate the Formaldehyde Emission Rate. For each building material, calculate the formaldehyde emission rate (µg/h) from the product of the area-specific formaldehyde emission rate (µg/m^2-h) and the area (m^2) of material in the IAQ Zone, and from each furnishing (e.g. chairs, desks, etc.) from the unit-specific formaldehyde emission rate (µg/unit-h) and the number of units in the IAQ Zone.

O2.11 cont.

NOTE: As a result of the high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014), most manufacturers of building materials furnishings sold in the United States conduct chemical emission rate tests using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers," (CDPH, 2017), or other equivalent chemical emission rate testing methods. Most manufacturers of building furnishings sold in the United States conduct chemical emission rate tests using ANSI/BIFMA M7.1 Standard Test Method for Determining VOC Emissions (BIFMA, 2018), or other equivalent chemical emission rate testing methods.

CDPH, BIFMA, and other chemical emission rate testing programs, typically certify that a material or furnishing does not create indoor chemical concentrations in excess of the maximum concentrations permitted by their certification. For instance, the CDPH emission rate testing requires that the measured emission rates when input into an office, school, or residential model do not exceed one-half of the OEHHA Chronic Exposure Guidelines (OEHHA, 2017b) for the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017). These certifications themselves do not provide the actual area-specific formaldehyde emission rate (i.e., µg/m^2-h) of the product, but rather provide data that the formaldehyde emission rates do not exceed the maximum rate allowed

for the certification. Thus, for example, the data for a certification of a specific type of flooring may be used to calculate that the area-specific emission rate of formaldehyde is less than 31 µg/m^2-h, but not the actual measured specific emission rate, which may be 3, 18, or 30 µg/m^2-h. These area-specific emission rates determined from the product certifications of CDPH, BIFA, and other certification programs can be used as an initial estimate of the formaldehyde emission rate.

If the actual area-specific emission rates of a building material or furnishing is needed (i.e. the initial emission rates estimates from the product certifications are higher than desired), then that data can be acquired by requesting from the manufacturer the complete chemical emission rate test report. For instance if the complete CDPH emission test report is requested for a CDHP certified product, that report will provide the actual area-specific emission rates for not only the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017), but also all of the cancer and reproductive/developmental chemicals listed in the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), all of the toxic air contaminants (TACs) in the California Air Resources Board Toxic Air Contamination List (CARB, 2011), and the 10 chemicals with the greatest emission rates. **O2.11 cont.**

Alternatively, a sample of the building material or furnishing can be submitted to a chemical emission rate testing laboratory, such as Berkeley Analytical Laboratory (https://berkeleyanalytical.com), to measure the formaldehyde emission rate.

4.) Calculate the Total Formaldehyde Emission Rate. For each IAQ Zone, calculate the total formaldehyde emission rate (i.e. µg/h) from the individual formaldehyde emission rates from each of the building material/furnishings as determined in Step 3.

5.) Calculate the Indoor Formaldehyde Concentration. For each IAQ Zone, calculate the indoor formaldehyde concentration (µg/m^3) from Equation 1 by dividing the total formaldehyde emission rates (i.e. µg/h) as determined in Step 4, by the design minimum outdoor air ventilation rate (m^3/h) for the IAQ Zone.

$$C_{in} = \frac{E_{total}}{Q_{oa}} \quad \text{(Equation 1)}$$

where:

C_{in} = indoor formaldehyde concentration (µg/m^3)

E_{total} = total formaldehyde emission rate (µg/h) into the IAQ Zone.

Q_{oa} = design minimum outdoor air ventilation rate to the IAQ Zone (m^3/h)

The above Equation 1 is based upon mass balance theory, and is referenced in Section 3.10.2 "Calculation of Estimated Building Concentrations" of the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers", (CDPH, 2017).

6.) Calculate the Indoor Exposure Cancer and Non-Cancer Health Risks. For each IAQ Zone, calculate the cancer and non-cancer health risks from the indoor formaldehyde concentrations determined in Step 5 and as described in the OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines; Guidance Manual for Preparation of Health Risk Assessments (OEHHA, 2015). O2.11 cont.

7.) Mitigate Indoor Formaldehyde Exposures of exceeding the CEQA Cancer and/or Non-Cancer Health Risks. In each IAQ Zone, provide mitigation for any formaldehyde exposure risk as determined in Step 6, that exceeds the CEQA cancer risk of 10 per million or the CEQA non-cancer Hazard Quotient of 1.0.

Provide the source and/or ventilation mitigation required in all IAQ Zones to reduce the health risks of the chemical exposures below the CEQA cancer and non-cancer health risks.

Source mitigation for formaldehyde may include:

1.) reducing the amount materials and/or furnishings that emit formaldehyde
2.) substituting a different material with a lower area-specific emission rate of formaldehyde

Ventilation mitigation for formaldehyde emitted from building materials and/or furnishings may include:

1.) increasing the design minimum outdoor air ventilation rate to the IAQ Zone.

NOTE: Mitigating the formaldehyde emissions through use of less material/furnishings, or use of lower emitting materials/furnishings, is the preferred mitigation option, as mitigation with increased outdoor air ventilation increases initial and operating costs associated with the heating/cooling systems.

Further, we are not asking that the builder "speculate" on what and how much composite materials be used, but rather at the design stage to select composite wood materials based on the formaldehyde emission rates that manufacturers routinely conduct using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers," (CDPH, 2017), and use the procedure described earlier above (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

O2.11 cont.

Outdoor Air Ventilation Impact. Another important finding of the CNHS, was that the outdoor air ventilation rates in the homes were very low. Outdoor air ventilation is a very important factor influencing the indoor concentrations of air contaminants, as it is the primary removal mechanism of all indoor air generated contaminants. Lower outdoor air exchange rates cause indoor generated air contaminants to accumulate to higher indoor air concentrations. Many homeowners rarely open their windows or doors for ventilation as a result of their concerns for security/safety, noise, dust, and odor concerns (Price, 2007). In the CNHS field study, 32% of the homes did not use their windows during the 24-hour Test Day, and 15% of the homes did not use their windows during the entire preceding week. Most of the homes with no window usage were homes in the winter field session. Thus, a substantial percentage of homeowners never open their windows, especially in the winter season. The median 24-hour measurement was 0.26 air changes per hour (ach), with a range of 0.09 ach to 5.3 ach. A total of 67% of the homes had outdoor air exchange rates below the minimum California Building Code (2001) requirement of 0.35 ach. Thus, the relatively tight envelope construction, combined with the fact that many people never open their

O2.12

windows for ventilation, results in homes with low outdoor air exchange rates and higher indoor air contaminant concentrations. O2.12 cont.

The Grand Project, City of Redlands, CA, is close to roads with moderate to high traffic (e.g., San Bernardino Freeway (10), West Redland Avenue, North Eureka Street, Orange Street, Brookside Avenue, etc.), as well as air traffic from the San Bernardino International Airport and rail traffic associated with the Redlands Train Station, and thus the Project site is a sound impacted site.

According to The Grand Project - Sustainable Communities Environmental Assessment. (Environment Planning Development Solutions, 2022), the 2025 traffic noise levels with the Project reported in Table N-6, range from 65.6 dBA to 68.7 dBA CNEL. O2.13

As a result of the anticipated high outdoor noise levels, the current project will require a mechanical supply of outdoor air ventilation to allow for a habitable interior environment with closed windows and doors. Such a ventilation system would allow windows and doors to be kept closed at the occupant's discretion to control exterior noise within building interiors.

$PM_{2.5}$ Outdoor Concentrations Impact. An additional impact of the nearby motor vehicle traffic associated with this project, are the outdoor concentrations of $PM_{2.5}$. According to The Grand Project - Sustainable Communities Environmental Assessment. (Environment Planning Development Solutions, 2022) the Project is located in the South Coast Air Basin, which is a State and Federal non-attainment area for $PM_{2.5}$.

An air quality analyses should to be conducted to determine the concentrations of $PM_{2.5}$ in the outdoor and indoor air that people inhale each day. This air quality analyses needs to consider the cumulative impacts of the project related emissions, existing and projected future emissions from local $PM_{2.5}$ sources (e.g. stationary sources, motor vehicles, and airport traffic) upon the outdoor air concentrations at the Project site. If the outdoor concentrations are determined to exceed the California and National annual average $PM_{2.5}$ exceedence concentration of 12 $\mu g/m^3$, or the National 24-hour average exceedence concentration of 35 $\mu g/m^3$, then the buildings need to have a mechanical supply of outdoor O2.14

air that has air filtration with sufficient removal efficiency, such that the indoor concentrations of outdoor $PM_{2.5}$ particles is less than the California and National $PM_{2.5}$ annual and 24-hour standards.

It is my experience that based on the projected high traffic noise levels, the annual average concentration of $PM_{2.5}$ will exceed the California and National $PM_{2.5}$ annual and 24-hour standards and warrant installation of high efficiency air filters (i.e. MERV 13 or higher) in all mechanically supplied outdoor air ventilation systems.

O2.14 cont.

Indoor Air Quality Impact Mitigation Measures

The following are recommended mitigation measures to minimize the impacts upon indoor quality:

Indoor Formaldehyde Concentrations Mitigation. Use only composite wood materials (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins (CARB, 2009). CARB Phase 2 certified composite wood products, or ultra-low emitting formaldehyde (ULEF) resins, do not insure indoor formaldehyde concentrations that are below the CEQA cancer risk of 10 per million. Only composite wood products manufactured with CARB approved no-added formaldehyde (NAF) resins, such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

O2.15

Alternatively, conduct the previously described Pre-Construction Building Material/Furnishing Chemical Emissions Assessment, to determine that the combination of formaldehyde emissions from building materials and furnishings do not create indoor formaldehyde concentrations that exceed the CEQA cancer and non-cancer health risks.

It is important to note that we are not asking that the builder "speculate" on what and how much composite materials be used, but rather at the design stage to select composite wood materials based on the formaldehyde emission rates that manufacturers routinely conduct

using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers", (CDPH, 2017), and use the procedure described above (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde. **O2.15 cont.**

Outdoor Air Ventilation Mitigation. Provide each habitable room with a continuous mechanical supply of outdoor air that meets or exceeds the California 2016 Building Energy Efficiency Standards (California Energy Commission, 2015) requirements of the greater of 15 cfm/occupant or 0.15 cfm/ft^2 of floor area. Following installation of the system conduct testing and balancing to insure that required amount of outdoor air is entering each habitable room and provide a written report documenting the outdoor airflow rates. Do not use exhaust only mechanical outdoor air systems, use only balanced outdoor air supply and exhaust systems or outdoor air supply only systems. Provide a manual for the occupants or maintenance personnel, that describes the purpose of the mechanical outdoor air system and the operation and maintenance requirements of the system. **O2.16**

$PM_{2.5}$ Outdoor Air Concentration Mitigation. Install air filtration with sufficient $PM_{2.5}$ removal efficiency (e.g. MERV 13 or higher) to filter the outdoor air entering the mechanical outdoor air supply systems, such that the indoor concentrations of outdoor $PM_{2.5}$ particles are less than the California and National $PM_{2.5}$ annual and 24-hour standards. Install the air filters in the system such that they are accessible for replacement by the occupants or maintenance personnel. Include in the mechanical outdoor air ventilation system manual instructions on how to replace the air filters and the estimated frequency of replacement. **O2.17**

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APPENDIX A

INDOOR FORMALDEHYDE CONCENTRATIONS
AND THE
CARB FORMALDEHYDE ATCM

With respect to formaldehyde emissions from composite wood products, the CARB ATCM regulations of formaldehyde emissions from composite wood products, do not assure healthful indoor air quality. The following is the stated purpose of the CARB ATCM regulation - *The purpose of this airborne toxic control measure is to "reduce formaldehyde emissions from composite wood products, and finished goods that contain composite wood products, that are sold, offered for sale, supplied, used, or manufactured for sale in California"*. In other words, the CARB ATCM regulations do not "assure healthful indoor air quality", but rather "reduce formaldehyde emissions from composite wood products".

Just how much protection do the CARB ATCM regulations provide building occupants from the formaldehyde emissions generated by composite wood products? Definitely some, but certainly the regulations do not "*assure healthful indoor air quality"* when CARB Phase 2 products are utilized. As shown in the Chan 2019 study of new California homes, the median indoor formaldehyde concentration was of 22.4 $\mu g/m^3$ (18.2 ppb), which corresponds to a cancer risk of 112 per million for occupants with continuous exposure, which is more than 11 times the CEQA cancer risk of 10 per million.

Another way of looking at how much protection the CARB ATCM regulations provide building occupants from the formaldehyde emissions generated by composite wood products is to calculate the maximum number of square feet of composite wood product that can be in a residence without exceeding the CEQA cancer risk of 10 per million for occupants with continuous occupancy.

For this calculation I utilized the floor area (2,272 ft^2), the ceiling height (8.5 ft), and the number of bedrooms (4) as defined in Appendix B (New Single-Family Residence Scenario) of the Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers, Version 1.1, 2017, California Department of Public Health,

Richmond, CA. https://www.cdph.ca.gov/Programs/CCDPHP/DEODC/EHLB/IAQ/Pages/VOC.aspx.

For the outdoor air ventilation rate I used the 2019 Title 24 code required mechanical ventilation rate (ASHRAE 62.2) of 106 cfm (180 m^3/h) calculated for this model residence. For the composite wood formaldehyde emission rates I used the CARB ATCM Phase 2 rates.

The calculated maximum number of square feet of composite wood product that can be in a residence, without exceeding the CEQA cancer risk of 10 per million for occupants with continuous occupancy are as follows for the different types of regulated composite wood products.

Medium Density Fiberboard (MDF) – 15 ft^2 (0.7% of the floor area), or
Particle Board – 30 ft^2 (1.3% of the floor area), or
Hardwood Plywood – 54 ft^2 (2.4% of the floor area), or
Thin MDF – 46 ft^2 (2.0 % of the floor area).

For offices and hotels the calculated maximum amount of composite wood product (% of floor area) that can be used without exceeding the CEQA cancer risk of 10 per million for occupants, assuming 8 hours/day occupancy, and the California Mechanical Code minimum outdoor air ventilation rates are as follows for the different types of regulated composite wood products.

Medium Density Fiberboard (MDF) – 3.6 % (offices) and 4.6% (hotel rooms), or
Particle Board – 7.2 % (offices) and 9.4% (hotel rooms), or
Hardwood Plywood – 13 % (offices) and 17% (hotel rooms), or
Thin MDF – 11 % (offices) and 14 % (hotel rooms)

Clearly the CARB ATCM does not regulate the formaldehyde emissions from composite wood products such that the potentially large areas of these products, such as for flooring, baseboards, interior doors, window and door trims, and kitchen and bathroom cabinetry, could be used without causing indoor formaldehyde concentrations that result in CEQA

cancer risks that substantially exceed 10 per million for occupants with continuous occupancy.

Even composite wood products manufactured with CARB certified ultra low emitting formaldehyde (ULEF) resins do not insure that the indoor air will have concentrations of formaldehyde the meet the OEHHA cancer risks that substantially exceed 10 per million. The permissible emission rates for ULEF composite wood products are only 11-15% lower than the CARB Phase 2 emission rates. Only use of composite wood products made with no-added formaldehyde resins (NAF), such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

If CARB Phase 2 compliant or ULEF composite wood products are utilized in construction, then the resulting indoor formaldehyde concentrations should be determined in the design phase using the specific amounts of each type of composite wood product, the specific formaldehyde emission rates, and the volume and outdoor air ventilation rates of the indoor spaces, and all feasible mitigation measures employed to reduce this impact (e.g. use less formaldehyde containing composite wood products and/or incorporate mechanical systems capable of higher outdoor air ventilation rates). See the procedure described earlier (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

Alternatively, and perhaps a simpler approach, is to use only composite wood products (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins.

RESPONSE TO COMMENT LETTER O2: Lozeau Drury, LLP

Response to Comment O2.1: This comment provides background on the Project and introduces the comment letter. Comment O2.1 is introductory in nature does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.1 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.2: This comment states that SAFER requests that the Planning Division refrain from taking any action on the Project and SCEA because the SCEA's conclusions about the Project's impacts to air quality are not supported by substantial evidence. In addition, the comment requests that the City prepare an EIR for the Project. Comment O2.2 is introductory in nature does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.2 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.3: This comment provides a summary of the proposed Project description. Comment O2.3 is introductory in nature does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.3 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.4: This comment provides a background summary of the purpose, use, and legal background of a SCEA and provides a summary of SCAG's 2020-2045 RTP/SCS. Comment O2.4 is introductory in nature and does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.4 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.5: This comment states that air quality experts reviewed the SCEA and found that the SCEA's conclusions related to the Project's air quality impacts are not supported by substantial evidence. The comment provides an introduction to Exhibit A to the comment letter, which details Mr. Offerman's assessment that the SCEA failed to address and mitigate the human health impacts from indoor emissions of formaldehyde. Comment O2.5 is introductory in nature does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.5 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.6: This comment states that the SCEA fails to disclose, analyze and mitigate the significant health risks posed by the Project from formaldehyde, a toxic air contaminant (TAC) to future residents and employees of the Project. The comment further states that emissions of indoor formaldehyde would surpass SCAQMD's threshold for TACs and the Project would have a significant adverse impact and that carcinogenic formaldehyde emissions are not an existing environmental condition. The comment concludes by stating that the City must include an analysis of formaldehyde associated health risks within an EIR and identify appropriate mitigation measures. As stated within the SCEA on page 135, the proposed Project would be required to comply with the California Green Building Standards Code (CALGreen) Sections 4.504.5 and 5.504.4.5. Furthermore, composite wood products used within the Project must be compliant with the California Air Resource Board (CARB) Airborne Toxic Control Measures Phase II or Toxic Substances Control Act (TSCA) Title VI. These state regulations along with Cal/OSHA are the main regulators of indoor formaldehyde products.

The comment does not describe how the asserted formaldehyde related cancer risk of 120 per million would occur and does not identify any Project-specific conditions (other than the fact that the Project' s construction may use wood building materials) that would lead to impacts. Current federal and state regulations exist, which limit the potential formaldehyde emissions from building materials. On June 1, 2018, the U. S. Toxic Substances Control Act (TSCA) Title VI was implemented, which requires composite wood products sold, supplied, offered for sale, manufactured, or imported in the United States are required to meet new emission standards for formaldehyde from composite wood products to reduce exposures to formaldehyde and avoid adverse health effects. Typical composite wood products include hardwood plywood, medium-density fiberboard, and particleboard, as well as household and other finished goods containing these products. The new emission limits include the following:

- Hardwood Plywood: 0.05 parts per million (ppm)
- Particleboard: 0.09 ppm
- Medium - density fibreboard: 0. 1 1 ppm
- Thin Medium -density fibreboard: 0. 13 ppm

These emission levels were determined to be in compliance with and result in less exposure (e. g., daily intake) than the California Proposition 65 safe harbor level for formaldehyde (40 µg/ day), which is based on Proposition 65' s risk criterion of 1 in 100, 000. Thus, products manufactured to TSCA Title VI and California Proposition 65 safe harbor standards, which is now required by the U. S. EPA for all products manufactured or imported into the United States, would not generate formaldehyde emissions that would exceed the SCAQMD significance threshold of 10 per million.

CARB identifies that these standards are projected to lead to a reduction in statewide formaldehyde emissions of 500 tons per year. Reduced risk of cancer from formaldehyde exposure is also a resulting benefit, and implementation of these standards is estimated to reduce excess cancer cases per million people from formaldehyde exposure by about 40 percent[1]. The CalGreen Building Code also includes similar formaldehyde limits for building products.

The Project would be implemented pursuant to these formaldehyde requirements, as all products manufactured or imported in the United States would be required to meet these regulations. This would limit the potential of human health and cancer risks to a less than significant level pursuant to the SCAQMD significance threshold of 10 per million. Thus, building material manufacturer compliance with existing regulations would avoid potentially significant impacts related to formaldehyde. Thereby, the Project would also result in less than significant impacts. Comment O2.6 does not provide accurate evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.6 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.7: This comment states that an EIR should be prepared for the proposed Project or the SCEA should be revised prior to any further action on the Project. As substantiated by Response to Comments O2.1 through O2.6 and O2.8 through O2.17, none of the comments within the organization's comment letter provide evidence of significant impacts that would require preparation of an EIR or that would require substantial changes to the SCEA. No further response is warranted.

Response to Comment O2.8: This comment provides a summary of indoor air pollutants. The commenter is referred to the discussion in Response to Comment O2.6. Comment O2.8 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review

[1] https:// www.arb.ca.gov/ toxics/ compwood/ implementation/ faq.htm# G

SCEA. Comment O2.8 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.9: This comment provides a summary of indoor formaldehyde concentrations in new construction and its associated cancer risks. The commenter is referred to the discussion in Response to Comment O2.6. Comment O2.9 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.9 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.10: This comment states that residential occupants and employees of the Project would have a continuous exposure to formaldehyde, which would result in significant cancer risks. The commenter is referred to the discussion in Response to Comment O2.6. Furthermore, the commenter significantly overestimates the amount of daily formaldehyde exposure to residents. First, the commenter assumes that residential occupants would inhale 20 cubic meters of air per day yet cites no evidence to substantiate this assumption. According to the American Lung Association, the average person inhales approximately 2,000 gallons of air per day, or roughly 7.57 cubic meters per day.[2] Second, the commenter incorrectly applies an entire 70-year average lifetime (24 hours per day from birth to death) to calculate residential formaldehyde exposure, thus vastly overestimating any potential formaldehyde exposure to residents who would occupy the Project. This means that residents would live in their units 24 hours per day for their entire lives. Estimates of how many times a person living in the United States moves in his or her lifetime have ranged from 9 times to 11 times, depending on age, race, and socioeconomic status, among other categories.[3] Thus, it is speculative and inaccurate to assume that the initial residents who occupy the Project would remain for the remaining duration of their lives. Therefore, the commenter does not provide credible evidence of significant impacts related to indoor air quality.

Moreover, within Appendix A, the commenter is speculating that composite wood materials would be used in the interior of the building. Indoor building materials will not be known until the building permit stage. As such, any further analysis on the content of indoor building materials would be speculative.

Therefore, Comment O2.10 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.10 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.11: This comment provides a formaldehyde emissions assessment that the commenter states should be used in the SCEA. The commenter is referred to the discussion in Response to Comment O2.6 and O2.10. Comment O2.11 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.11 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.12: This comment states that outdoor ventilation is an important factor influencing the indoor concentrations of air contaminants. The commenter is referred to the discussion in Response to Comment O2.6 and O2.10. Comment O2.12 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.12 and

[2] American Lung Association, How Your Lungs Get the Job Done, website: https://www.lung.org/blog/how-your-lungs-work, accessed February 2022.

[3] United States Census Bureau, Calculating Migration Expectancy Using ACS Data, website: https://www.census.gov/topics/population/migration/guidance/calculating-migration-expectancy.html, accessed February 2022; FiveThirtyEight, How Many Times Does The Average Person Move, website: https://fivethirtyeight.com/features/how-many-times-the-average-person-moves/, accessed February 2022 .

this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.13: This comment states that the Project is close to roads with moderate to high traffic as well as air traffic from the San Bernardino International Airport. The comment states that as a result of the high outdoor noise levels, the Project will require a mechanical supply of outdoor air ventilation to allow for a habitable indoor environment. The commenter is referred to the discussion in Response to Comment O2.6 and O2.10. Comment O2.13 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.13 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.14: The comment states that an air quality analysis should be conducted to determine the concentrations of $PM_{2.5}$. This comment states that based on the traffic in the area, the Project may warrant the installation of high efficiency air filters. The commenter is requesting the installation of MERV 13 or higher, this is now a Title 24 requirement by which the Project will comply. The commenter is referred to the 2019 Title 24 Building Energy Efficiency Standards Section 120.1[4]. Comment O2.14 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.14 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.15: This comment provides recommended mitigation measures to minimize impacts to indoor air quality from formaldehyde. As impacts are less than significant, no mitigation measures are warranted. The commenter is referred to the discussion in Response to Comment O2.6 and O2.10. Comment O2.15 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.15 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.16: This comment provides recommended mitigation measures for outdoor air ventilation. As impacts are less than significant, no mitigation measures are warranted. The commenter is referred to the discussion in Response to Comment O2.6 and O2.10. Comment O2.16 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.16 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O2.17: This comment provides recommended mitigation measures for air filtration. The commenter is requesting the installation of MERV 13 or higher, this is now a Title 24 requirement by which the Project will comply. The commenter is referred to the 2019 Title 24 Building Energy Efficiency Standards Section 120.1[5]. Comment O2.17 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O2.17 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

[4] https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section1201requirementsforventilationandindoorairquality.htm)
[5] https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section1201requirementsforventilationandindoorairquality.htm)

Letter I1: T. Allen Jolliff, Received July 30, 2022

If the units are multi-family, why didn't the developers plan to create, at least, two parking spaces for each unit. Also, if a family would like to rely more on bicycles, I do not see mention of a secure area for the bikes. Securing bikes, especially when visiting new businesses, seems vital to encourage reducing a need for cars and their negative impact in the area. I1.1

Concerned Redlands Voter, T. Jolliff

RESPONSE TO LETTER I1: T. Allen Jolliff

Comment I1.1: This comment states that if these units are multi-family, there should be at least two parking spaces per unit. In addition, the comment states that there is no mention of how bikes would be secured if families are supposed to rely on bikes.

Parking or a lack of parking is not considered an environmental impact under CEQA. However, pursuant to City of Redlands Municipal Code Section 18.92.080, with a Conditional Use Permit, only 1 parking space is required for units up to 999 square feet (SF), 1.5 space is required for units 1,000 to 1,499 SF, and 2 spaces are required for units greater than 1,500 SF. As discussed within the SCEA and shown on Figure 3-1, *Conceptual Site Plan, Parking Level*, the Project would include multiple bike storage rooms and bike maintenance rooms adjacent to the parking garage. This comment does not raise a specific issue with the adequacy of the SCEA or raise any other CEQA issues. Therefore, no further response is required.

RESOLUTION NO. 8389

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS ADOPTING THE INITIAL STUDY AND SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) DOCUMENT PREPARED FOR THE PROPOSED "THE GRAND" MULTIFAMILY RESIDENTIAL PROJECT.

WHEREAS, Vantage One Real Estate Investments ("Applicant") has submitted a development application for Commission Review & Approval No. 911 to construct 145 apartment units in a four-story building including subterranean and surface level structured parking, courtyard, and common space amenities on approximately 1.49 acres located at 200-206 West Redlands Boulevard (APNs: 0169-281-30-0000 and 0169-281-31-0000); and

WHEREAS, the Applicant has submitted a legislative application for Specific Plan Amendment No. 23 to the Downtown Specific Plan (Specific Plan No. 45); and

WHEREAS, the Applicant has submitted an application for Tentative Parcel Map No. 20175 to consolidate two parcels into one parcel 1.49-acres in size for development purposes; and

WHEREAS, the above-referenced applications filed with the City of Redlands are referred to hereinafter as the "Project" and "Project Entitlements;" and

WHEREAS, the State of California adopted Senate Bill 375 (SB 375), also known as "The Sustainable Communities and Climate Protection Act of 2008," which outlines growth strategies that better integrate regional land use and transportation planning, and that help meet the State's greenhouse gas (GHG) emission reduction mandates; and

WHEREAS, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable "sustainable communities strategy" and meet certain objective criteria, and one such CEQA streamlining tool is the Sustainable Communities Environmental Assessment (SCEA) process; and

WHEREAS, the Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of San Bernardino including the City of Redlands, and SCAG's Regional Council adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) on September 3, 2020; and

WHEREAS, SB 375 allows the City of Redlands, acting as the CEQA Lead Agency, to prepare a SCEA as the environmental CEQA clearance for "transit priority projects" that are consistent with SCAG's 2020-2045 RTP/SCS; and

WHEREAS, SB 375 provides CEQA streamlining benefits to qualifying "transit priority projects." For purposes of projects in the SCAG region, a qualifying transit priority project is a project that meets the following four criteria (see Public Resources Code §21155 (a) and (b)), and the proposed State Street Village project meets these criteria:

a. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020-2045 RTP/SCS;
b. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
c. Provides a minimum net density of at least 20 dwelling units per acre; and
d. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

WHEREAS, qualifying transit priority projects that have incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable EIR (SCAG's *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* Program EIR), and that are determined to not result in significant and unavoidable environmental impacts, may be approved with a Sustainable Communities Environmental Assessment (SCEA); and

WHEREAS, pursuant to section 21067 of the Public Resources Code, and section 15367 of the State California Environmental Quality Act ("CEQA") Guidelines (Cal. Code Regs., title 14, § 15000 et seq.), the City of Redlands is the lead agency for the proposed Project; and

WHEREAS, the proposed Initial Study/SCEA prepared for the proposed Project was circulated for a public review/comment period of thirty (30) days beginning on July 14, 2022, and ending on August 12, 2022; and

WHEREAS, the Notice of Availability (NOA) and Notice of Intent (NOI) to adopt a Sustainable Communities Environmental Assessment was published in the Redlands Daily Facts, a newspaper of general circulation, on July 13, 2022; and

WHEREAS, the Notice of Availability (NOA) and Notice of Intent (NOI) to adopt a Sustainable Communities Environmental Assessment was posted for public review/comment by the San Bernardino County Clerk of the Board on July 13, 2022, and by the State Clearinghouse website on July 14, 2022 (SCH No. 2022070225); and

WHEREAS, consistent with CEQA and the State CEQA Guidelines, the City prepared a Final Sustainable Communities Environmental Assessment ("Final SCEA"), consisting of the Draft SCEA, all technical appendices prepared in support of the Draft SCEA, all comment letters received on the Draft SCEA, written responses to all comment letters received on the Draft SCEA, and errata to the Draft SCEA and technical appendices; and

WHEREAS, the Sustainable Communities Environmental Assessment consists of the Final SCEA and its attachments and appendices, as well as the Draft SCEA and its attachments and appendices (as modified by the Final SCEA); and

WHEREAS, on August 30, 2022, the Planning Commission held a public hearing at the City Council Chambers on at a special meeting, notice of said public hearing having been duly given as required by law and in accordance with the provisions of the Government Code and Redlands

Municipal Code, and considered the Initial Study/SCEA, written comments submitted during the 30-day public review period, and the testimony and any written evidence submitted by members of the public; and

WHEREAS, on September 23, 2022, notice of the public hearing before the City Council for the Project and Initial Study/SCEA was published in the Redlands Daily Facts and notices were mailed to property owners within a 300-foot radius, and notice of said public hearing having been duly given as required by law and in accordance with the provisions of the Government Code and Redlands Municipal Code; and

WHEREAS, on October 4, 2022, the City Council held a public hearing at the City Council Chambers, and considered the Initial Study/SCEA, written comments submitted during the 30-day public review period, and the testimony and any written evidence submitted by members of the public.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS AS FOLLOWS:

SECTION 1. CALIFORNIA ENVIRONMENTAL QUALITY ACT. The proposed Project is subject to the California Environmental Quality Act (CEQA), the City has prepared an Initial Study and Sustainable Communities Environmental Assessment (SCEA) for the Project, exercised its own independent judgment and analysis and there is no substantial evidence that the proposed project may have any significant effects on the environment, the custodian of records is the Planning Division of the Development Services Department, and the SCEA document has been prepared in accordance with Public Resources Code Section 21155.2(b) and applicable provisions of the State CEQA Guidelines.

SECTION 2. INDEPENDENT JUDGMENT OF LEAD AGENCY. The Sustainable Communities Environmental Assessment (SCEA) prepared for the Project reflects the City's independent judgment and analysis. The City has exercised independent judgment and analysis in accordance with Public Resources Code Section 21082.1(c)(3) in managing as appropriate the environmental consultant, and directing the consultant in the preparation of the SCEA and related technical studies and analyses. The City Council has independently reviewed and analyzed the SCEA and accompanying technical studies/reports, and finds that the SCEA reflects the independent judgment and analysis of the City.

SECTION 3. REQUIRED FINDINGS. The City of Redlands finds, based on the information contained in Section 2 (Environmental Setting), Section 3 (Project Description), Section 4 (Sustainable Communities Environmental Assessment Criteria), Section 5 (Incorporation of 2020-2045 RTP/SCS Program EIR Mitigation Measures), and Section 6 (Sustainable Communities Environmental Analysis/Checklist) of the Initial Study/SCEA, that preparation of a Sustainable Communities Environmental Assessment (SCEA) in accordance with Public Resources Code Section 21155.2(b) is appropriate for the Project for the following reasons:

a. The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the area of the Project site in the 2020-

2045 RTP/SCS prepared by SCAG, which is the metropolitan planning organization for the City of Redlands;

b. The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2020-2045 RTP/SCS would, if implemented, achieve the GHG emission reduction targets;
c. The Project qualifies as a transit priority project pursuant to Public Resources Code Section 21155, in that: the Project contains more than 50 percent residential use; provides a minimum net density greater than 20 units an acre; and is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan;
d. The Project is a residential or mixed-use project as defined by Public Resources Code Section 21159.28(d);
e. The Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to PRC Section 21081, including the 2020-2045 RTP/SCS Program EIR;
f. All potentially significant or significant effects required to be identified and analyzed pursuant to CEQA in an Initial Study have been identified and analyzed in an Initial Study; and,
g. As outlined in detail in Section 6, Sustainable Communities Environmental Analysis/Checklist, changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.

SECTION 3. ADOPTION OF THE ENVIRONMENTAL DOCUMENT. The Sustainable Communities Environmental Assessment (SCEA) document is hereby adopted in compliance with the California Environmental Quality Act.

SECTION 4. ADOPTION OF MITIGATION MONITORING & REPORTING PROGRAM. In accordance with Public Resources Code section 21081.6, the City hereby adopts the Mitigation Monitoring/Reporting Program attached to the Sustainable Communities Environmental Assessment (SCEA), and all mitigation measures are included as conditions of approval for the Project.

SECTION 5. NOTICE OF DETERMINATION. The City Council hereby directs staff to file and post a Notice of Determination in accordance with the State CEQA Guidelines.

SECTION 6. 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's Development Services Department.

SECTION 7. EFFECTIVE DATE. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED, AND APPROVED this 4th 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 Planning Commission at a special meeting thereof held on the 4th day of October, 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Jeanne Donaldson, City Clerk

RESOLUTION NO. 8390

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS APPROVING SPECIFIC PLAN AMENDMENT NO. 23 TO THE DOWNTOWN SPECIFIC PLAN (SPECIFIC PLAN NO. 45) TO ALLOW STRUCTURES UP TO FOUR STORIES IN HEIGHT AND NOT EXCEEDING 55 FEET HIGH.

WHEREAS, Vantage One Real Estate Investments ("Applicant") has submitted a legislative application for Specific Plan Amendment No. 23 to the Downtown Specific Plan (Specific Plan No. 45) to amend Sections C(1)(1.3), C(2)(2.1), and C(3)(3.3) to permit structures up to four (4) stories high and maintaining the current maximum allowable height not exceeding fifty-five (55) feet as defined in the Redlands Municipal Code; and

WHEREAS, the Applicant has submitted a development application for Commission Review & Approval No. 911 to construct 145 apartment units in a four-story building including subterranean and surface level structured parking, courtyard, and common space amenities on approximately 1.49 acres located at 200-206 West Redlands Boulevard (APNs: 0169-281-30-0000 and 0169-281-31-0000); and

WHEREAS, the Applicant has submitted an application for Tentative Parcel Map No. 20175 to consolidate two parcels into one parcel 1.48-acres in size for development purposes; and

WHEREAS, the above-referenced applications filed with the City of Redlands are referred to hereinafter as the "Project" and "Project Entitlements;" and

WHEREAS, following the public hearing on August 30, 2022, the Planning Commission determined that the proposal would be in conformity with the General Plan, and would be consistent with goals of Specific Plan No. 45 to create a compact, pedestrian-oriented environment that is consistent in character with the older Redlands Town Center while creating an opportunity to contribute to the City's economic development by providing residential, employment, shopping, service, and entertainment facilities; and,

WHEREAS, on August 30, 2022, the Planning Commission recommended to the City Council that the proposed Specific Plan Amendment be approved; and

WHEREAS, in accordance with Government Code sections 65453 and 65090, on September 23, 2022, the City Clerk gave notice by publication in a newspaper of general circulation of the holding of a public hearing at which the Amendment No. 23 to Specific Plan No. 45 would be considered by City Council; and

WHEREAS, on October 4, 2022, the City Council held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, Amendment No. 23 to Specific Plan No. 45.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS AS FOLLOWS:

SECTION 1. CALIFORNIA ENVIRONMENTAL QUALITY ACT. In accordance with City Council Resolution No. 8390, the Sustainable Communities Environmental Assessment prepared for the project has been adopted in compliance with the California Environmental Quality Act (CEQA).

SECTION 2. GENERAL PLAN CONSISTENCY. The proposed amendment to the Downtown Specific Plan (Specific Plan No. 45) will be consistent with the 2035 General Plan.

SECTION 3. APPROVAL OF SPECIFIC PLAN AMENDMENT. The requested Specific Plan Amendment No. 23 to amend Sections C(1)(1.3), C(2)(2.1), and C(3)(3.3) of the Downtown Specific Plan (Specific Plan No. 45), as shown in Exhibit "A" attached hereto, is hereby approved.

SECTION 4. EFFECTIVE DATE. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED AND APPROVED this 4th 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 special meeting thereof held on the 4th day of October, 2022.

AYES:
NOES:
ABSENT:
ABSTAINED:

_____
Jeanne Donaldson, City Clerk

EXHIBIT A
SPECIFIC PLAN AMENDMENT NO. 23
SP 45 ("DOWNTOWN SPECIFIC PLAN")

C. Property Development Standards

1. Town Center (TC) District

"1.3 Maximum Building Height and Number of Stories: ~~Three~~ Four stories, not to exceed a maximum building height of fifty-five (55) feet.

Building Height

Building height shall mean the vertical distance measured from the adjoining curb level to the highest point of the structure; provided, however, that where buildings are set back from the street line, the height shall be measured from the average elevation of the finished grade at the front of the building.

Building Height Exceptions

Appurtenances such as chimneys, open lattice structures, ventilators, flagpoles, steeples, pylons and towers with a maximum cross-sectional plan area of 100 square feet and meeting building code requirements may be permitted subject to the approval of the Planning Commission.

2. Town Center-Historic (TC-H) District

"2.1 All property development standards of the Town Center (TC) District shall apply to the Town Center-Historic (TC-H) District, with the exception of the following provisions:

a. Maximum Building Height and Number of Stories: ~~Three~~ Four stories, not to exceed a maximum building height of fifty-five (55) feet.

b. Front and Side Street Setback: No requirement.

c. Building Lines: A minimum of 50% of the front ground-level facade of the building must be located within ten (10) feet of the front property line.

d. Landscaping: Landscaped area is not required on lots 5,000 square feet or less."

3. Service Commercial (SC) District

"3.3 Maximum Building Height and Number of Stories: ~~Three~~ Four stories, not to exceed a maximum building height of fifty-five (55) feet.

RESOLUTION NO. 8391

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS APPROVING COMMISSION REVIEW & APPROVAL NO. 911 AND TENTATIVE PARCEL MAP NO. 20175 FOR "THE GRAND" MULTIFAMILY RESIDENTIAL PROJECT LOCATED AT THE NORTHEAST CORNER OF EUREKA STREET AND WEST REDLANDS BOULEVARD.

WHEREAS, Vantage One Real Estate Investments ("Applicant") has submitted a development application for Commission Review & Approval No. 911 to construct 145 apartment units in a four-story building including subterranean and surface level structured parking, courtyard, and common space amenities on approximately 1.49 acres located at 200-206 West Redlands Boulevard (APNs: 0169-281-30-0000 and 0169-281-31-0000); and

WHEREAS, the Applicant has submitted a legislative application for Specific Plan Amendment No. 23 to the Downtown Specific Plan (Specific Plan No. 45); and

WHEREAS, the Applicant has submitted an application for Tentative Parcel Map No. 20175 to consolidate two parcels into one parcel 1.49-acres in size for development purposes; and

WHEREAS, the above-referenced applications filed with the City of Redlands are referred to hereinafter as the "Project" and "Project Entitlements;" and

WHEREAS, the Planning Commission has reviewed the proposed project, and found the proposal to be consistent with the 2035 General Plan including the central organizing strategy of the "Transit Village Concept" to permit the development of high-density residential projects within walking distance of Metrolink stations to reduce vehicular usage, improve air quality and provide health benefits, and provide economic development opportunities; and

WHEREAS, the Planning Commission has reviewed the proposed project, found the proposal to be consistent with the City's 2021-2029 Housing Element, and the proposed residential project will provide up to 145 dwelling units that will result in more housing opportunities in Redlands; and

WHEREAS, the proposed land use is permitted in the Town Center-Historic (TC-H) District of the Downtown Specific Plan (Specific Plan No. 45) wherein the project site is located; and

WHEREAS, on August 30, 2022, the Planning Commission held a public hearing at the City Council Chambers on at a special meeting, notice of said public hearing having been duly given as required by law and in accordance with the provisions of the Government Code and Redlands Municipal Code, considered the proposed Project and related entitlement applications, and considered the testimony and other public comments submitted by members of the public; and,

WHEREAS, on September 23, 2022, notice of the public hearing before the City Council for the proposed Project and related entitlement applications, and notice of said public hearing having been duly given as required by law and in accordance with the provisions of the Government Code and Redlands Municipal Code; and

WHEREAS, on October 4, 2022, the City Council held a public hearing at the City Council Chambers and determined that approval of the proposed Project 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. Compliance with the California Environmental Quality Act. In accordance with City Council Resolution No. 8391, the Sustainable Communities Environmental Assessment prepared for the project has been adopted in compliance with the California Environmental Quality Act (CEQA).

SECTION 2. Determination of General Plan Consistency. The proposed Project is consistent with the existing General Plan land use designation as 'Commercial' and applicable policies pertaining to the Downtown Redlands district as well as development of transit villages around the three Redlands train stations.

SECTION 3. FINDINGS FOR APPROVAL OF TENTATIVE PARCEL MAP. Tentative Parcel Map No. 20175 is hereby approved based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "A") and Development Services Land Use Engineering Division (Exhibit "B") attached hereto:

1. That the proposed map is consistent with the general plan or any applicable specific plan, or other applicable provisions of this code.

The proposed Tentative Parcel Map and 1.49 acres of the project site is designated for Commercial land uses on the General Plan Land Use Map. The Commercial land use category may permit residential uses consistent with the underlying zoning district (in this case, the Downtown Specific Plan). The proposed Project is located within the Town Center-Historic District of the Downtown Specific Plan (Specific Plan No. 45). Following approval of the proposed Specific Plan Amendment No. 23 to the Downtown Specific Plan (Specific Plan No. 45), the project will be consistent with the Specific Plan. Further, the Floor-Area Ratio of 2.0 for the Project will be equal-to or less than the maximum Floor-Area Ratio of 2.0 that is allowable in the Commercial land use category of the Redlands General Plan and the Town Center-Historic District of the Downtown Specific Plan (Specific Plan No. 45).

2. That the site is physically suitable for the type of development.

The project site is physically suitable for the type of development, which consists of a multifamily residential building. The site has a generally flat and level topography, has

been previously graded and developed for urban development, and is suitable to be developed in accordance with the Floor-Area Ratio and other requirements of the applicable Town Center-Historic (TC-H) District of the Downtown Specific Plan (Specific Plan No. 45). All on-site improvements and off-site improvements proposed as part of the project's design will meet all applicable City standards. The proposed project will provide a safe, attractive, affordable, and cost-effective environment for the future residents.

3. That the site is physically suitable for the density of development.

The proposed Tentative Parcel Map will consolidate two parcels for development purposes. The proposed project's Floor-Area Ratio of 2.0 will be within the maximum Floor-Area Ratio permitted in the Commercial land use designation of the Redlands General Plan and Town-Center Historic (TC-H) District of the Downtown Specific Plan (Specific Plan No. 45). Due to the design and operational character of the proposed project, Floor-Area Ratio is the appropriate index to measure the proposed density/intensity of use(s). The project site's topography is predominantly flat and level, and the design of the map will generally follow with the existing grade of the project site and will not require an excessive amount of grading or ground contouring. In addition to the multifamily residential structure, the site is large enough to accommodate the proposed perimeter improvements, open space areas, landscape areas, public roads and walkways, pedestrian improvements and amenities, and other site design features.

4. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The City retained an environmental consultant to fully analyze the project, prepare an Initial Study, and review technical reports provided by the applicant. An Initial Study/Sustainable Communities Environmental Assessment document has been prepared in accordance with current State law, and is recommended for the project. There are no environmental effects or impacts that cannot be mitigated to a level of less than significant, and there is no information or evidence of any potentially significant environmental impacts. Mitigation measures are included with the environmental documents, and will be included as Conditions of Approval for the project.

5. That the design of the subdivision or type of improvements are not likely to cause serious public health problems.

The proposed Tentative Parcel Map will consolidate two parcels for development purposes and is designed to accommodate the multifamily residential project. The subdivision is not likely to cause any serious public health problems, as the project is designed with public and private improvements that comply all applicable City and State building and fire codes. The project's operational activities are not expected to generate any significant detrimental emissions or odors, dust, vibration, or hazardous conditions.

Construction noise during various phases will not significantly affect nearby commercial, residential, or City properties because noise will be mitigated to a level that is less than significant.

6. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

The project and will improve access within the project site by requiring the construction of the appropriate public sidewalks and rights-of-way. Pedestrian access will be provided around and through the project site on all interior streets and other walkways, and will connect to off-site pedestrian sidewalks providing direct access to the Santa Fe Depot train station (fully improved sidewalks within public rights-of-way along Third Street, Eureka Street, and Redlands Boulevard) and surrounding areas. The project will not conflict with any easements for the public at large, including the existing storm drain at the southwest corner of the project site.

7. Subject to Section 66474.4 of the Subdivision Map Act, that the land is not subject to a contract entered into pursuant to the California land conservation act of 1965 (commencing with section 51200 of the Government Code) and that the resulting parcels following a subdivision of the land would be too small to sustain their agricultural use.

The project site and all properties are not subject to a Williamson Act Contract. The proposed development of the project was analyzed by the Initial Study, there will be no impacts to agricultural land, and no mitigation measures are required.

SECTION 4. FINDINGS FOR APPROVAL OF COMMISSION REVIEW AND APPROVAL. Commission Review & Approval No. 911 is hereby approved based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "A") and Development Services Land Use Engineering Division (Exhibit "B") attached hereto:

1. The site for the intended use is adequate in size and shape to accommodate the use, and all of the required yards, setbacks, walls or fences, landscaping and other features will adjust the use to those existing or permitted future uses of land in the neighborhood.

The project site is approximately 1.49 acres in size and meets the requirements of the Town Center-Historic (TC-H) District to accommodate the project and all required building setbacks, landscape areas and screening, parking and parking lot improvements, and other required site improvements. The multifamily residential project is consistent with the current General Plan designation for the site and will provide for a residential use and a wider variety of land uses the immediate surroundings. Surrounding properties include a existing uses which include the Santa Fe Depot, a movie theater, downtown retail, Post Office,

professional offices, Smiley Library, public park, Police Annex, and the vacant Redlands Mall facility and CVS (proposed to be redeveloped with an approved mixed use project).

2. The site for the proposed use relates to streets and highways which are properly designed and improved to carry the type and quantity of traffic generated or to be generated by the proposed use.

The project is consistent with the 2035 General Plan. Roadways in the area have been designed and planned to accommodate the type and quantity of traffic to be generated by the proposed multifamily residential project. West Redlands Boulevard along the project site's south frontage is designated as a Major Arterial. Development on the project site will provide connections to the roads abutting the project site consistent with the General Plan designations for those streets. The project includes conditions of approval which will ensure that project will be constructed in accordance with design standards.

3. The conditions set forth in the approval and those shown on the approved site plan are deemed necessary to protect the public health, safety and general welfare.

The conditions included in the Resolution are adequate to protect the public health, safety and general welfare. The proposed project will support development in accordance with the goals and policies of the Redlands General Plan. The environmental document (Sustainable Communities Environmental Assessment) prepared for the project has fully analyzed potential environmental impacts, and all potential effects are either considered less than significant or can be mitigated to a less than significant level, ensuring that there will not be any significant detrimental effects to public health, safety, or welfare. The project will provide pedestrian, bicycle, and motor vehicle access as required by the General Plan or the Redlands Municipal Code. On-site parking will meet the requirements of the Redlands Municipal Code, with access to West Redlands Boulevard, Eureka Street, and Third Street. All landscaping within the project site is privately owned and maintained, and meets the zoning requirements.

SECTION 5. Effective Date. This Resolution shall take effect upon adoption.

ADOPTED, SIGNED AND APPROVED this 4th 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 special meeting thereof held on the 4th day of October, 2022.

AYES:
NOES:
ABSENT:
ABSTAINED:

_____
Jeanne Donaldson, City Clerk

EXHIBIT A
CONDITIONS OF APPROVAL
DEVELOPMENT SERVICES DEPARTMENT
(CRA No. 911 & TPM No. 20175)

Planning Division

1. This permit/approval for Commission Review & Approval No. 911 is issued for the "The Grand" multifamily residential project generally described as the following:
   a. A total of one hundred and forty-five (145) apartments;
   b. A total of 183 on-site parking spaces for residents and guests in subterranean and at-grade parking structures; and
   c. Private common recreational open space totaling approximately 22,948 square-feet.

2. This permit/approval for a Commission Review & Approval shall automatically expire 24 months after the approval date (will expire on October 4, 2024) unless Developer has diligently developed the proposed project, as shown by the issuance for a grading, foundation, engineering, or building permit(s). An extension of time may be granted in accordance with Sections 18.12.140 and 18.92.090 of the Redlands Municipal Code. The city council may, upon submittal of a written application for a time extension by the holder of the permit and prior to the expiration date, grant a one year extension of time; provided, however, that the total number of extensions shall not exceed three (3).

3. Pursuant to Government Code Section 66020(d), certain fees, dedications, reservations or exactions imposed by the City as a condition of approval of this project are subject to a statutory ninety (90) day protest period. Please be advised that the ninety (90) day protest period for those fees, dedications, reservations and exactions which are subject to Government Code Section 66020(a) has commenced to run on the date this project was approved by the City.

4. The applicant for this permit, and its successors and assigns, shall defend, indemnify and hold harmless the City of Redlands, and its elected officials, officers, agents and employees, from and against any and all claims, actions, and proceedings to attack, set aside, void or annul the approval of this permit by the City, or brought against the City due to acts or omissions in any way connected to the applicant's project that is the subject of this permit. This indemnification shall include, but not be limited to, damages, fees, costs, liabilities, and expenses incurred in such actions or proceedings, including damages for the injury to property or persons, including death of a person, and any award of attorneys' fees. In the event any such action is commenced to attack, set aside, void or annul all, or any, provisions of this permit, or is commenced for any other reason against the City for acts or omissions relating to the applicant's project, within fourteen (14) City business days of the same, the applicant shall file with the City a performance bond or irrevocable letter of credit (together, the "Security") in a form satisfactory to the City and in the amount of Three Hundred Thousand Dollars ($300,000), to ensure applicant's performance of its defense and indemnity obligations under this condition. The failure of the applicant to provide the Security shall be deemed an express acknowledgement and agreement by the applicant that

the City shall have the authority and right, without objection by the applicant, to revoke all entitlements granted for the project pursuant to this permit. The City shall have no liability to the applicant for the exercise of City's right to revoke this permit.

5. By signing and/or using this permit, the permittee acknowledges all of the conditions imposed and accepts this permit subject to those conditions and with full awareness of the applicable provisions of the Redlands Municipal Code including Title 15 (Buildings and Construction), Title 16 (General Plan), Title 17 (Subdivision Regulations), Title 18 (Zoning Regulations), and Specific Plan No. 45 (Downtown Specific Plan). Failure of the permittee to sign these conditions does not affect their enforceability by the City or other responsible entity. These conditions are binding upon all future property owners and occupants of the subject property.

6. This permit/approval is granted for the project plans dated July 12, 2022 ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions.

7. The issuance of any permits shall comply with all applicable provisions of the Redlands Municipal Code.

8. All plans submitted to the City shall reflect all Planning Commission and/or City Council approvals and any other changes required by the Commission, Council and/or staff. This condition applies to site plans, landscape plans, elevations, grading, and all other illustrations, text, or plans submitted to the City in connection with the project.

9. No Certificate of Occupancy shall be granted, or building permit shall receive final approval and signature, until all applicable Conditions of Approval have been satisfied.

10. The applicant shall not make any modifications or changes during construction that are in conflict or contrary to the project's approved site design, grading plan, landscape plan, or building elevations without first consulting with the Development Services Director or designee.

11. A copy of the approved Conditions of Approval shall be included on the cover page of the construction plans submitted to the Building Division.

12. The applicant shall comply with all applicable federal, state, and local laws. Violations or convictions of any of those laws in connection with the use may be cause for revocation of this permit.

13. Developer shall provide off-street parking for the project, including the number/types of spaces, stall dimensions, paving, striping, location, and access, as required by the Redlands Municipal Code. Prior to issuance of a building permit, the Developer shall provide the typical drive aisle width and typical parking space dimensions for each row of parking (within each parking garage or structure) shown on the Floor Plan.

14. Prior to issuance of a building permit, Developer shall submit final exterior building material(s) and color scheme for review and approval by the City Planner or designee. Plans submitted by Developer with building permit applications shall show on the building elevation sheets: all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish, etc.); trim features and dimensions around doors, windows, and other openings; exterior lighting, including all fixtures, models and numbers, and light cut sheets or manufacturer sheets; and rooftop equipment screening.

15. Prior to issuance of a building permit, Developer shall submit landscape and irrigation construction plans for the building and site. Developer shall coordinate with staff to finalize the precise planting plan, including but not limited to: specifying landscape screening for any ground-mounted equipment or utilities; clustering or greater density of planting around focal points (e.g., intersection corners); accommodating the required corner cutoff area where driveways intersect streets; and avoiding excessive use of decorative rock, gravel, or wood chips as a substitute for organic groundcover.

16. All landscaped areas noted on the site plan shall be permanently maintained with healthy planting material, and whenever necessary shall be replanted with suitable vegetation. Shrubs, hedges, groundcovers, screening landscape, etc., shall be required to be maintained and/or replaced on the subject properties in substantial conformance with the approved landscape planting plan. A qualified arborist or horticulturist may be consulted.

17. Trees shall be allowed to grow to the full genetic height and habit (trees shall not be topped or overly trimmed). Trees shall be maintained using standard arboriculture practices. Trees shall be required to be maintained and/or replaced on the subject properties in substantial conformance with the approved tree planting plan. A qualified arborist or horticulturist may be consulted.

18. Transformer cabinets and commercial gas meters shall not be located within required setbacks and/or adjacent to public streets, and shall be screened from public view either by architectural treatment or with landscaping. Multiple electrical meters and panels shall be fully enclosed and incorporated into the overall architectural design of the building(s). Backflow preventers shall be enclosed with landscaping that will provide complete screening upon maturity. The location and method of enclosure or screening of this equipment shall be shown on the construction plans and landscape plans prior to building permit issuance. Location of said equipment shall be coordinated with appropriate utility company (i.e., Southern California Gas Company or Southern California Edison Company). The applicant shall submit plans showing details of screening subject to review and approval by the Development Services Director, prior to issuance of building permits.

19. Plans submitted for plan check shall include an exterior lighting plan, including fixture and pole designs, for review and approval by the Development Services Director or designee. Prior to building permit issuance, a lighting and photometric plan shall be submitted demonstrating that adequate lighting ranges will be provided throughout the development

without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting.

20. Prior to issuance of building permits, Developer shall demonstrate that light poles will not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet. Fixtures on exterior light poles shall direct lighting downward (e.g., contain a flat lens and/or have shielding that directs light downward and contains glare).

21. Interior parking structures shall provide uniform illumination at a minimum level of two (2.0) foot-candles average maintained across the horizontal surface shall be provided inside each parking structure/garage, and a minimum of one (1.0) foot-candle for exterior parking areas. Higher levels are recommended for remote areas subject to security problems (e.g., stairways, elevators, and other pedestrian access points). For energy conservation, motion sensor devices may be utilized to automatically dim and brighten the lighting (e.g., 50%).

22. Prior to the issuance of building permits, the applicant shall submit plans detailing that roof screening is of adequate height to screen any roof-top equipment from public view on all sides, subject to review and approval by the Development Services Director. Screening of air conditioning units and other equipment on the buildings shall be incorporated into or compatible with the architectural design of the buildings. All equipment shall be screened from public view of adjacent roadways and freeways. Plumbing vents, ducts and other appurtenances protruding from the roof of structures shall be placed so that they will not be visible from the front of the property or other major public vantage points. Developer shall include a note on the construction plumbing drawings of exterior elevations to indicate to contractors that roof features shall be grouped and located in the described manner. Roof vents shall be shown on construction drawings and painted to match roof material color.

23. Any gutters, downspouts, pipes, and other drainage appurtenances shall be designed and shall be placed (e.g., internal to the building or inside the exterior walls) so that they will not be visible from the front of the property (i.e., from public right-of-way) or other major public vantage points.

24. Utility meters shall be fully screened and incorporated into the overall architectural design of the building (e.g., interior room, cabinet with wing wall, or equivalent complete screening). Any enclosures or screening shall be architecturally treated to match the exterior of the attached structure.

25. Telecommunications and television equipment or satellite dishes shall not be located on the exterior of any building (including but not limited to balconies, patios, exterior railings, rooflines, etc.). Dwelling units shall be internally wired for all available utility and telecommunications services, with service devices, panels, or meters located within a centralized equipment room. The equipment room(s) in each building shall be fully enclosed and incorporated into the overall architectural design of the building(s). Any satellite dishes/receivers shall only be located on the roof and shall be completely screened from public view on all sides.

26. The project site shall be kept in a weed and dust free condition throughout all periods of construction.

27. Prior to issuance of any building or engineering permit for any building or phase of the project, the Developer shall prepare and submit a Construction Parking Management Plan for all contractors, workers, and deliveries related to the project site. The Construction Parking Management Plan shall identify areas of the project site, surrounding private properties (with property owner's authorization), and surrounding public streets that construction personnel may utilize. Deliveries of construction materials, equipment, trailers, vehicles, etc., shall be performed on the project site to the extent practicable, and avoid the use of public streets and rights-of-way if possible. The Developer and/or on-site primary general contractor (superintendent) shall have responsibility for monitoring and enforcing the approved parking management plan. The plan shall be subject to review and approval by the City Planner or designee, and may be modified by the City after approval to mitigate any unanticipated impacts or public nuisance conditions.

28. Prior to any use of any public street or right-of-way for construction-related activities, the Developer shall submit and receive approval for a Traffic Control Plan. Developer shall be responsible for repairing, replacing, or financially compensating any damages to public rights-of-way (including but not limited to paving, sidewalks, driveways, curbs and gutters, storm drain facilities, parkway landscape, street trees, public utilities, etc.) to the satisfaction of the Director(s) of the Municipal Utilities & Engineering Department and/or the Facilities & Community Services Department, or their designee(s), as applicable.

29. Prior to issuance of a final Certificate of Occupancy, Developer shall remove all construction materials and vehicles from the subject property.

30. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Solid Waste Division, or Developer shall arrange for self-hauling to an authorized facility.

31. Residential Tenant Parking: All required residential tenant parking shall be provided and maintained on-site. A total of 183 spaces are required, and 183 spaces are provided: 146 spaces for residents (i.e., 1.0 space per unit) and 37 guest parking spaces.

    a. All residential tenant parking spaces shall be located in the same building in which the assigned dwelling unit is located.
    b. All residential tenant parking spaces shall be designated and reserved for the unit to which it is assigned (1.0 space per D.U. for units up to 999 square-feet in size, 1.5 spaces per D.U. for units between 1,000 to 1,499 square-feet in size, and 1.0 space per live/work unit up to 1,499 square-feet in size).
    c. For rental apartments, the owner or management company shall be required to rent or charge a separate fee for the parking space(s) assigned to each dwelling unit in the applicable lease (i.e., "unbundled" parking), for the purpose of reducing unnecessary automobile ownership and reducing motor vehicle trips in a transit-oriented development. Condominium (ownership) units, if any, shall not be subject to the

unbundling provision.

d. All residential Guest parking spaces shall be available on a first-come, first-serve basis, and the owner shall not designate, reserve, stripe, sign, or otherwise restrict residential Guest parking spaces for individual residential or commercial tenants. All residential Guest parking spaces shall remain equally open and available to all residential guests, visitors, and others.
e. The owner or management company shall not rent or charge a separate fee for residential Guest parking spaces.

32. Loading and unloading of household goods: The loading/unloading of household goods or materials for the residential units (e.g., including but not limited to furniture, appliances, construction materials, and other large items) that takes place within any public or private street, shall be limited to the hours of 7:00 A.M. to 10:00 P.M. on weekdays, and 7:00 A.M. to 10:00 P.M. on weekends and holidays.

33. Noise Notification: As a required element of lease disclosures to potential tenants, residents of this development project shall be notified in writing that they will be living in an urban area and within a commercial land use district (i.e., a downtown business district and/or near a train station), and that the intermittent and ambient noise levels may be higher than a purely residential neighborhood due to nearby business activities, pedestrian activities, special events, motor vehicle traffic, Metrolink and Arrow trains operating at the nearby train station, public services (by City of Redlands or others), and various other noise sources that may not be known at the present time. The commercial noise-generating sources and activities shall have the right to continue operating in accordance with the City's Noise Ordinance regulations applicable in a commercial zone (see RMC Chapter 8.06, including Sections 8.06.070 and 8.06.080). The signature of the residents shall confirm receipt and understanding of this information.

34. Bus Stop: Prior to issuance of any building permits, Developer shall coordinate improvements to the existing bus stop on the north side of West Redlands Boulevard (easterly of the Third Street intersection) in accordance with RMC Section 18.224.020(F).

a. Developer shall purchase one (1) Omnitrans Premium Shelter manufactured by Tolar Mfg. Co., 17 feet in length with a solar e-sign for real-time bus arrival information (or an equivalent approved by the City in consultation with Omnitrans) for delivery to Omnitrans. Omnitrans will be responsible for installing the new shelter at the location.

35. Bicycle Facilities: New nonresidential and multi-family (of 10 or more units) developments shall install bicycle racks or secured lockers at a rate of one per thirty (30) parking spaces with a minimum of a three (3) space bicycle rack. A bicycle storage room within each multifamily residential building providing the required facilities will satisfy this requirement. Exterior bicycle racks shall also be required for visitors. Plans submitted to Plan Check shall include information and specifications to verify this requirement has been met.

36. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Sign locations and illumination are subject to review and approval by the Planning Division under separate permit.

Subdivision Conditions

37. Tentative Parcel Map No. 20175 authorizes the merging of 14 parcels and subdivision into one 1.49-acre parcel for development purposes. This Tentative Subdivision Map shall automatically expire 36 months after the approval date for the project, unless Developer has diligently developed the proposed project, as shown by the recordation of a Final Map with the San Bernardino County Recorder's Office.

38. This permit/approval is granted for the plans dated July 12, 2022 ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions.

39. Any application(s) for an extension of time of the above expiration date shall be filed with the Planning Division not less than 90 days prior to the expiration date and shall comply with Title 17 (Subdivision Regulations) of the Redlands Municipal Code. Upon application by the subdivider prior to the expiration of the approved or conditionally approved tentative map, the tentative map shall be automatically extended in accordance with the Subdivision Map Act.

40. The Final Parcel Map(s) shall comply with the Subdivision Map Act and the Redlands Municipal Code (RMC). The Final Map shall be in substantial conformance with the Tentative Parcel Map and plans submitted by the applicant and placed on file in the office of the Planning Division.

41. Residential condominium construction or future condominium conversions, if any, shall comply with the requirements of Chapter 18.156, Article IV (Condominiums and Condominium Conversions), of the Redlands Municipal Code. Such requirements include but are not limited to:

    a. Wall and floor-ceiling assemblies shall conform to the sound insulation performance criteria promulgated in title 25, California Administrative Code, section 1092, or its successor.
    b. The consumption of gas and electricity within each dwelling unit shall be separately metered so that the unit owner can be separately billed for each utility. A water shutoff valve shall be provided for each unit.
    c. All permanent mechanical equipment, including domestic appliances, which is determined by the building official to be a source or potential source of vibration or noise, shall be shock mounted, isolated from the floor and ceiling, or otherwise installed in a manner approved by the building official to lessen the transmission of vibration and noise.

d. The anchorages of the permanent mechanical equipment are to be designed to resist the lateral seismic forces, as required by the current edition of the uniform building code. Failure of the city to identify potential sources of vibration on the approval of a specific vibration system does not prevent the city from subsequently requiring additional modification to the mechanical equipment to prevent vibration or noise from being detected in other condominium dwelling units.
e. Condominium dwelling units shall comply with all requirements of building, fire and housing codes, zoning provisions, and other applicable regulations in effect at the time of the condominium airspace subdivision application. This shall include preparation and submittal of Covenants, Conditions, and Restrictions (CC&R).

SCEA Mitigation Measures (MM), Project Design Features (PDF), and/or Existing Plans, Programs, Policies (PPP):

42. PPP AQ-1: Rule 403. All applicable measures included in Rule 403, shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to (1):

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

43. PPP AQ-2: Rule 1113. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 (2):

- Only "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113 shall be used.

44. PPP AQ-3: Rule 445. The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 445 (3):

- Rule 445 prohibits the use of wood burning stoves and fireplaces in new developments.

45. MM BIO-1: Pre-construction Nesting Bird Survey. Construction plans and Project specifications shall state that if construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project area and

adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

46. MM CUL-1: Archaeological Testing and Data Recovery Plan. Prior to approval of any grading permit, the Project Applicant shall retain a qualified archaeologist to prepare an Archaeological Testing and Data Recovery Program. The Archaeological Testing and Data Recovery Program shall be implemented after existing onsite buildings are demolished and prior to ground disturbance and grading. The Archaeological Testing and Data Recovery Program shall include, at minimum, the following procedures:

- Development of an Archaeological Testing and Data Recovery Plan, which shall include:
    - Background research and anticipated resource types
    - Research questions that can be addressed by the collection of data from the defined resource types
    - Field methods and procedures
    - Cataloging and laboratory analysis
    - Findings and interpretation
- Following the development of the Archaeological Testing and Data Recovery Plan, the Archaeological Testing and Data Recovery Plan shall be provided to the City of Redlands Development Services Director for review and approval. Archaeological testing shall occur, with oversight by the qualified archaeologist, ahead of Project-related ground disturbance to identify the presence of archaeological resources within the Project area.
- If no significant archaeological deposits are encountered during testing efforts, Project-related ground disturbance may continue. Archaeological monitoring shall occur during all Project-related ground disturbance, as stipulated in MM CUL-2. A final Archaeological Monitoring Report shall be prepared upon completion of ground disturbance.
- Should potentially significant archaeological deposits be identified during testing efforts, archaeological data recovery shall be implemented by the Project archaeologist. Any excavation and recovery of identified resources shall be performed using standard archaeological techniques and the requirements stipulated in the Archaeological Testing and Data Recovery Plan. Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist. Following the completion of data recovery Project-related ground disturbance may continue. Archaeological monitoring shall occur during all Project-related ground disturbance, as stipulated in MM CUL-2. A final Archaeological Monitoring Report shall be prepared upon completion of ground disturbance.

47. MM CUL-2: Archaeological Monitoring. The Applicant shall retain a qualified archaeologist to perform archaeological monitoring and the archaeologist shall be present during initial ground-disturbing activities (e.g., site preparation, demolition of historic structures, and grading up to ten feet below surface) to identify and assess any known or

suspected archaeological and/or cultural resource. The qualified archaeologist shall develop a Cultural Resources Management Plan to address the details, timing, and responsibility of all archaeological and cultural resource activities that occur on the Project site. The plan shall include a scope of work, project grading and development scheduling, pre-construction meeting (with consultants, contractors, and monitors), a monitoring schedule during all initial ground-disturbance related activities, safety requirements, and protocols to follow in the event of previously unknown cultural resources discoveries that could be subject to a cultural resources evaluation. The plan shall be submitted to the City and the Consulting Tribe(s) for review and comment, prior to final approval by the City. The Monitoring and Treatment Plan shall incorporate the components described in Mitigation Measure TCR-1.

48. PPP GEO-1: California Building Code. The Project is required to comply with the California Building Code (CBC) as included in the City's Municipal Code Chapter 15.04 to preclude significant adverse effects associated with seismic hazards. CBC related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.

49. PPP WQ-1: SWPPP. As listed below in Section 10, Hydrology and Water Quality.

50. MM PAL-1: Paleontological Resources. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Redlands Planning Department, or designee, from a qualified professional paleontologist pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology (SRV), stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall also require paleontological monitoring pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the SRV for ground disturbing activities greater than five feet in depth within native soil, as determined by the Project paleontologist.

    In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.

    Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes.

Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

51. PPP PS-1: Schools Development Impact Fees. Prior to issuance of building permit, the Developer shall pay applicable school development impact fees levied by the Redlands Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407).

52. PPP PS-2: Park Fees. As a Condition of Approval of a tentative map, the Developer shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.

53. PPP PS-3: Development Impact Fees. As a standard requirement and included as a Condition of Approval for the Project, and prior to issuance of any building permits for the Project, the Developer shall pay all applicable City of Redlands Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.

54. PPP PS-2: Park Fees. Listed previously in Section 15, Public Services. (See PPP PS-3).

55. MM TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.
    A. The Project Applicant/Lead Agency shall retain a Native American Monitor from or approved by the Consulting Tribe(s), Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to commencement of any "ground-disturbing activity" for the subject Project at all Project locations (i.e., both onsite and any offsite locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
    B. A copy of the executed monitoring agreement shall be submitted to the Lead Agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
    C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR") as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project Applicant/Lead Agency upon written request to the Tribe.

D. Onsite tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project Applicant/Lead Agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project Applicant/Lead Agency that no future, planned construction activity, and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Consulting Tribe(s), Kizh monitor and/or Kizh archaeologist. The Consulting Tribe(s) or Kizh will recover and retain all discovered TCRs in the form and/or manner the Consulting Tribe(s) deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

56. TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects.

A. Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98 are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determinate the nature of the remains. If the coroner recognized the human remains to be those of a Native American, or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the Project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the Project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History

Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

57. TCR-3: Procedures for Burials and Funerary Remains.

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the Project Applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects.

F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

G. The Consulting Tribe(s) will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Consulting Tribe(s), documentation shall be prepared

and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Consulting Tribe(s). If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Building & Safety Division

58. When the Entitlement Review is approved submit complete construction drawings including structural calculations, energy calculations and a soils report to Building and Safety at the One Stop Permit Center for plan review in accordance with the current edition of the California Building and Fire Codes including all local ordinances and standards which are effective at the time of Plan Check Submittal.

59. The new structures are required to be equipped with automatic fire sprinklers per the CBC/CFC, NFPA 13, and the Redlands Municipal Code §15.20.

60. Emergency escape and rescue openings are required in each sleeping room. Such openings shall open directly into a public way or to a yard or court that opens to a public way. Exception for R-2 occupancies constructed of Type I, IIA, IIIA or IV construction equipped throughout with an approved automatic sprinkler system as per the latest edition of the California Building Code Section 903.3.1.1.

61. Stairway access to the roof at the four-story section is required as per the latest edition of the California Building Code.

62. Office rooms in Units 1D and 2XD that have no emergency escape and rescue openings shall have at least one wall that is at least fifty percent open to the adjoining room. This wall opening shall have no framed in doors to the adjoining room.

63. Building floor allowable areas, area separations, and occupancy separations shall comply with the current edition of the California Building Code.

64. Disabled access for the site and buildings must be in accordance to the State of California and ADA regulations.

65. Required accessible parking for unassigned and visitor parking and assigned parking spaces shall comply with the latest edition of the California Building Code Chapter 11A.

66. The project site is in the FEMA Flood Plain Zone AO with a Base Flood Depth of +1 foot. An additional +2 foot is required to be added to the Base Flood Depth as per the Redlands Municipal Code §15.32.110 (C) 4. Provide a FEMA Elevation Certificate at time of Construction Drawings, Pad Certification, and at Finished Construction.

Other City Departments/Divisions

67. The attached conditions of approval from the following City Departments/Divisions are applicable to the project, and are hereby incorporated by reference:

    a. Development Services – Land Use Engineering Division (Exhibit B)

End of Conditions of Approval

Brian Desatnik
Development Services Director

EXHIBIT B
CONDITIONS OF APPROVAL
LAND USE ENGINEERING DIVISION

[Attached]

REDLANDS DEVELOPMENT SERVICES DEPARTMENT
LAND USE ENGINEERING
DEVELOPMENT REQUIREMENTS
TENTATIVE PARCEL MAP NO. 20175 AND COMMISSION REVIEW AND APPROVAL NO. 911

Date of P.C. Meeting:	**August 30, 2022**
Applicant:	**VantageOne Real Estate Investments, LLC**
Location:	**Northeast Corner of Redlands Boulevard and Eureka Street**
Project Description:	**Merge 14 Existing Parcels and Construct a 146 Unit Multi-Family Apartment Complex**

The applicant shall comply with the following engineering requirements to allow for the orderly development of the surrounding area and for public health and safety.

All requirements for development shall be consistent with requirements set forth in the Downtown Specific Plan; applicable sections of Redlands Municipal Code; latest edition of "Redlands Standard Specifications and Detail Drawings for Design and Construction of Public Improvements"; latest edition of American Public Works Association "Standard Plans for Public Works" and "Standard Specifications for Public Works Construction – Greenbook"; latest edition of "Redlands Water Systems Standard Specifications"; latest edition of "Redlands Sanitary Sewer Systems Standard Specifications"; and current Redlands policies and guidelines relative to development projects.

A. The following items are required prior to issuance of the GRADING PERMIT.

1. Pay plan check fee as established per resolution. The amount will be determined at plan check submittal.

2. Plans required to be submitted include:
   a. Precise Grading Plan. Grading plans shall be coordinated with the existing and proposed off-site improvements. (RMC 15.04)
   b. SWPPP/Erosion Control Plan. Erosion/Sediment Control Plan shall be submitted for review and approval. A copy of the project's Storm Water Pollution Prevention Plan (SWPPP) shall be submitted for review. SWPPP Best Management Practices (BMPs) to prevent and control discharges to the municipal separate storm sewer (drain) system shall be in effect for the entire duration of project construction to its completion and acceptance by the City. (RMC 13.54)
   c. Water Quality Management Plan. Submit preliminary/final Water Quality Management Plan (WQMP) for review and approval. WQMP shall consist of post construction Best Management Practices (BMPs) prepared in accordance with the requirements and guidelines of the San Bernardino County Stormwater Program. The requirements of the WQMP shall remain in effect throughout the life of the project. (California State Order No. R8-2010-0036)

All plans used as reference for design shall be listed on title sheet of all plans with reference numbers. All plans shall be submitted on 24" x 36" size sheets. Six (6) copies of each are required. After final review, grading and SWPPP plans shall be submitted on 24" x 36" size, min. 4 mil, mylar sheets for City's approval.

3. Submission of plan sets shall be complete and include all required engineering designs and drawings listed in No. 2 above. All plans submitted shall be substantially complete, and no plan check queue place-holder plans will be accepted. An incomplete plan submittal will not be accepted for plan check.

4. All support documentation shall be submitted with the plans to be checked. Submission shall include:
   a. Hydrology Report and Hydrologic Calculations; (RMC 17.11.020)
   b. Geotechnical Report; (RMC 17.07.040)
   c. Easement Documents. (RMC 17.11.090)

5. The post-construction stormwater discharge rate (Q) from a 100 year storm event shall not be greater than the pre-construction stormwater discharge rate (Q).

6. A final WQMP that is in substantial conformance with the preliminary WQMP and in full conformance with the WQMP Guidance Document shall be submitted and approved prior to the approval of precise grading plans.

7. Cash cleanup deposit shall be submitted ($3,000.00). Deposit will be reimbursed after the work is completed and accepted by the City upon written request. (RMC 12.16.290)

8. Truck route permit is required for all construction vehicles 5 tons and over gross vehicular weight (e.g. concrete trucks) using streets other than established truck routes. (RMC 10.54)

   NOTE: Cash cleanup deposit and truck route permit submitted during the grading process could be transferred to be used during building construction or off-site improvement construction if it is within the time limit specified in the truck route permit, otherwise a new truck route permit must be issued.

9. For all development requiring coverage under the state of California General Storm Water Permit, in effect at the time of permit issuance, and who have filed with the State Board a Notice of Intent (NOI), a copy of the Waste Discharge Identification Number (WDID) and NOI shall be submitted for review and file. Call (866) 563-3107. (RMC 13.54)

10. The Final WQMP shall also include a site trash plan detailing the installation, operation, and maintenance of a Full Capture System (FCS) for loose trash. The intent of the FCS is to capture loose trash preventing the trash from entering the site storm drains and basins. BMPs or devices used as FCS devices shall require acceptance by the City Engineer. Full Capture Systems are defined as treatment

controls (either a single device or a series of devices) capable of trapping all particles 5 mm or greater. In addition, the FCS shall trap trash from the greater of:

a. A flow not less than the peak flow rate, Q, resulting from a one-year, one-hour, storm. Precipitation intensity shall be determined using the NOAA ATLAS 14 Point Precipitation Frequency Estimates web site; or
b. A flow rate equal to the on-site storm water conveyance system including pipes, channels, and swales.

11. FEMA Elevation Certificate (Pre-Construction). All new construction or substantial improvements within a Special Flood Hazard Area (designated floodplain) shown on the FEMA flood map (FIRM) shall comply with the City's floodplain management regulations (Chapter 15.32, Redlands Municipal Code). For proposed developments within a floodplain, the applicant must submit a FEMA Elevation Certificate (EC) for review and acceptance by the Municipal Utilities and Engineering Department prior to issuance of the grading permit. This certification shall be made by a registered professional engineer or land surveyor in the State of California. The latest EC form and instructions can be downloaded from the FEMA website at www.fema.gov.

B. The following items are required prior to RECORDATION OF PARCEL MAP.

1. Pay plan check fee as established per resolution. The amount will be determined at plan check submittal.

2. Plans required to be submitted shall include (RMC 17.17.060):
   a. Parcel Map;
   b. Street Improvement (As needed);
   c. Street Tree Installation – Street trees shall be provided as per the approved Street Tree List;
   d. Recycled Water Main Installation; and
   e. Approved Onsite Potable and Irrigation Water Line Installation.

   All plans used as reference for design shall be listed on title sheet of all plans with reference numbers. All plans shall be submitted on 24" x 36" size sheets. Three (3) copies of each are required. After final review, plans shall be submitted on 24" x 36" size, min. 4 mil, mylar sheets for City's approval.

3. Submission of plan sets shall be complete and include all required engineering designs and drawings listed in No. 2 above. All plans submitted shall be substantially complete, and no plan check queue place-holder plans will be accepted. An incomplete plan submittal will not be accepted for plan check.

4. All support documentation shall be submitted with the plans to be checked. Submission shall include (RMC 17.11.020 and RMC 17.11.090):
   a. Title Reports and backup documents for the property;

b. All record maps and deeds referenced on the Tract/Parcel Map;
c. Easement Documents;
d. Boundary and Lot Closure Calculations; and
e. Record plans, maps and documents.

5. Pay the required development impact fees per ordinance in effect at time of approval of Final Parcel Map. The exact amount will be determined based upon the review of the final building plans and project information. Development Impact Fees shall include;
   - Water Source Acquisition Charge (RMC 13.40);
   - Water/Sewer/Recycled Water Frontage Charges; (RMC 13.44 and 13.12) and
   - Remaining Development Impact Fees will be due at time of building permit issuance or water meter installation (RMC 13.48.030 and Redlands Ordinance No. 2830).

6. All off-site improvements shall be designed by a Civil Engineer licensed in the State of California. All existing utilities shall be pot-holed to determine the actual depth if no signed plan is available. Field notes will be submitted at time of submitting the plan for review and plan checking (RMC 17.17.060).

7. The approximate locations of existing underground utilities shall be shown on the improvement/site/grading plans. The utilities shall be plotted from record and field data. The City of Redlands and the design Engineer assume no liability as to the exact location of said lines where locations are not shown.

8. Submission of approved onsite potable and irrigations plans is required prior to connection to recycled water system. All onsite improvements shall be done in accordance with the Water Resources Control Board, Division of Drinking Water requirements for recycled water. City shall submit plans to Division of Drinking Water for approval prior to final approval and installation of irrigation meters.

9. Final City approved mylars for all public improvements shall be on file with the Municipal Utilities and Engineering Department.

10. Requirements for Redlands Boulevard (RMC 17.15 and 17.17):

    a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This is to include, but is not limited to the installation/replacement of sidewalk to remove the green strip and the installation of street trees. Provide sidewalk easement(s) as needed;
    b. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the new curb and gutter to the street centerline verified through a geotechnical report;

c. Provide street trees as approved by the Facilities and Community Services Department Director avoiding sewer and water laterals. Prepare and submit a separate street tree plan for City approval;
d. Construct underwalk drain, if necessary;
e. Use traffic index of 9.0; and
f. Install residential/commercial fire hydrants as required by the Redlands Fire Department.

11. Requirements for Eureka Street (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This is to include, but is not limited to the installation/replacement of sidewalk for the installation of street trees. Provide sidewalk easement(s) as needed;
b. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the new curb and gutter to the street centerline verified through a geotechnical report;
c. Provide street trees as approved by the Facilities and Community Services Department Director avoiding sewer and water laterals. Prepare and submit a separate street tree plan for City approval;
d. Construct underwalk drain, if necessary;
e. Use traffic index of 9.0;
f. Install a minimum 8 inch diameter recycled water main including necessary valves and appurtenances; and
g. Install residential/commercial fire hydrants as required by the Redlands Fire Department.

12. Requirements for Third Street (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This is to include, but is not limited to the installation/replacement of sidewalk to remove the green strip and the installation of street trees. Provide sidewalk easement(s) as needed;
b. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the new curb and gutter to the street centerline verified through a geotechnical report;
c. Provide street trees as approved by the Facilities and Community Services Department Director avoiding sewer and water laterals. Prepare and submit a separate street tree plan for City approval;
d. Construct underwalk drain, if necessary;
e. Use traffic index of 6.0; and
g. Install residential/commercial fire hydrants as required by the Redlands Fire Department.

13. Provide for adequate drainage facilities (RMC 17.17).

14. Install reduced pressure principle backflow devices as required by City Engineer. (RMC 13.20)

15. Install onsite fire line with double detector check valve backflow devices at service connection satisfactory to the City Fire Department. (RMC 13.20)

16. Dedication documents shall be prepared by a licensed land surveyor or registered civil engineer (registered prior to January 1982) in the State of California and must be submitted for review and approval before recordation. (California B&P Code 8761 and CCR 4411)

17. Improvement bonds must be posted for the total estimated cost of off-site improvements as follows (RMC 17.17.080):

Performance	100% security (due prior to final map approval)
(Warranty)	10% security (due at time of acceptance of improvements)
Labor and Materials	50% security (due prior to final map approval)

Acceptable security forms: Surety Bond(s), Letter of Credit from a qualified bank or institution, Cash Deposits, or Set Aside Letter (savings account) in City's name subject to approval of the City Attorney and Finance Director.

18. Survey and Monumentation cash bond must be posted.

19.. The 10% warranty security will be retained for one year after acceptance of public improvements by the City for warranty of off-site work.

20. Execute Subdivision Improvement Agreement (RMC 17.17.070).

C. The following items are required prior to issuance of the BUILDING PERMIT

1. Pay plan check fee as established per resolution. The amount is to be determined at plan check submittal. (City Resolution No. 7671)

2. Provide pad certification and compaction report to the Building and Safety Department.

3. Pay the required development impact fees per ordinance in effect at time of issuing the building permit. The exact amount will be determined based upon the review of the final building plan or project information. Development Impact Fees shall include:

   - Transportation Facilities; (RMC 3.54)
   - Fire Facilities; (RMC 3.60)

- General Government Facilities; (RMC 3.60)
- Library Facilities; (RMC 3.60)
- Open Space/Park; (RMC 3.32)
- Police Facilities; (RMC 3.60)
- Storm Drain Facilities; (RMC 3.56)
- Water Capital Improvement Charge; (RMC 3.48)
- Recycled Water Capital Improvement Charge; (RMC 3.53)
- Water Source Acquisition Charge *; (RMC 13.40)
- Sewer Capital Improvement Charge; (RMC 3.44) and
- Solid Waste Capital Improvement Charge (RMC 3.70)

* These charges are required for building permit issuance if Final or Parcel Map was not required for the project or charges were not paid with the Final or Parcel Map approval.

4. Although this project will have an on-going inspection throughout construction, a final inspection for all off-site improvements must be scheduled by developer to certify that these improvements comply with City specifications. (RMC 12.16.090)

5. Comply with the Solid Waste Recycling Access Act of 1991 (AB 1327) and install double solid waste bin enclosure(s). Submit a plan prepared by a licensed engineer showing bin enclosure(s) location on the site plan with solid waste truck turning and/or turnaround track template superimposed.

6. Submit recycling plans for site demolition/construction for review and approval in accordance with Chapter 13.66 of the Redlands Municipal Code.

7. FEMA Elevation Certificate (Pre-Construction). All new construction or substantial improvements within a Special Flood Hazard Area (designated floodplain) shown on the FEMA flood map (FIRM) shall comply with the City's floodplain management regulations (Chapter 15.32, Redlands Municipal Code). For proposed developments within a floodplain, the applicant must submit a FEMA Elevation Certificate (EC) for review and acceptance by the Municipal Utilities and Engineering Department prior to issuance of the building permit. This certification shall be made by a registered professional engineer or land surveyor in the State of California. The latest EC form and instructions can be downloaded from the FEMA website at www.fema.gov.

8. Parcel map shall be recorded and proof of recordation provided.

D. The following items are required prior to approval of APPLICATION FOR WATER SERVICE CONNECTION and prior to WATER METER INSTALLATION.

1. Pay the Water Capital Improvement Charge; (RMC 3.48.030)

2. Water Source Acquisition Charge; (RMC 13.40)

3. Pay the Recycled Water Capital Improvement Charge; (RMC 3.53.050)

4. Pay the Water Meter Charge. (Redlands Ordinance No. 2830)

E. The following items are required prior to issuance of the ENCROACHMENT PERMIT.

1. Cash cleanup deposit shall be submitted ($3,000.00). Deposit will be reimbursed after the work is completed and accepted by the City upon written request. (Required unless previously submitted under Sections A, B or C.) (RMC 12.16.290)

2. Truck route permit is required for all construction vehicles 5 tons and over gross vehicular weight (e.g. concrete trucks) using streets other than established truck routes. (RMC 10.54)

3. Section 4216/4217 of the Government Code requires a Dig Alert Identification Number be issued before a "Permit to Excavate" will be valid. For your Dig Alert Identification Number, call Underground Service Alert toll free, 1-800-227-2600, two (2) working days prior to conducting any excavation. (RMC 12.20.120)

4. Encroachment Permit application and two (2) sets of City approved plans must be submitted for all off-site improvements. Encroachment Permit fees shall be paid prior to issuance of Encroachment Permit. (RMC 12.16.010)

5. A California OSHA Permit Number for all work that is 5 feet deep or deeper shall be provided. Call (909)383-4321. (RMC 12.16.040)

6. A copy of soils report is required with recommendation for the final pavement structural section to be submitted prior to placing of the street pavement. The report shall include test results and boring/sampling locations.

7. A traffic control plan shall be prepared in accordance with the latest revision of CA MUTCD or W.A.T.C.H. manual, submitted and accepted by the City Engineer prior to issuance of an encroachment permit. The plan shall show all required construction signage, warning devices, road closures, detours, delineation, phasing schedules and anticipated durations of closures and detours for any work within the public right-of-way. The plans shall provide names and 24-hour phone numbers of individuals who can be contacted regarding traffic control measures.

8. Improvement bonds must be posted for the total estimated cost of off-site improvements as follows:

Performance	100% security (due prior to final map approval)
(Warranty)	10% security (due at time of acceptance of improvements)
Labor and Materials	50% security (due prior to final map approval)

Acceptable security forms: Surety Bond(s), Letter of Credit from a qualified bank or institution, Cash Deposits, or Set Aside Letter (savings account) in City's name subject to approval of the City Attorney and Finance Director.

9. Execute Subdivision Improvement Agreement. (RMC 17.17.070).

10. The 10% warranty security will be retained for one year after acceptance of public improvements by the City for warranty of off-site work.

F. The following items are required prior to issuance of CERTIFICATE OF OCCUPANCY.

1. All requirements as described in Sections A, B, C, D and E of these conditions of approval shall be met.

2. All work shall be completed to the satisfaction of the City Engineer. All as-built plans shall be delivered to the Municipal Utilities and Engineering Department for review and approval.

3. The Engineer of Record shall file a Final Certification for all grading and improvements relating to the project development.

4. Owner's Licensed Land Surveyor shall reset survey points, monuments, record corners, and centerline ties that were destroyed during construction and shall file Corner Records for those points prior to completion of the project with San Bernardino County Surveyor. Copies of information shall be furnished to the Municipal Utilities and Engineering Department. [California B&P Code 8762, 8767, 8768, 8771, and 8773(b)]

5. FEMA Elevation Certificate (Finished Construction). A post-construction Elevation Certificate (EC) shall be submitted for all new construction or substantial improvements within a Special Flood Hazard Area (designated floodplain) shown on the FEMA flood map (FIRM). This certification shall provide as-built survey elevations to verify compliance with the City's floodplain management regulations (Chapter 15.32, Redlands Municipal Code). This certification shall be made by a registered professional engineer or land surveyor in the State of California and submitted to the Municipal Utilities and Engineering Department for review and acceptance prior to issuance of the Certificate of Occupancy. The latest EC form and instructions can be downloaded from the FEMA website at www.fema.gov.

6. One mylar copy of recorded parcel/tract map shall be furnished to the Municipal Utilities and Engineering Department.

7. A list of as-built infrastructure improvement quantities shall be provided in the Excel format provided by the City showing quantities for each street segment (i.e. pavement, curb and gutter, sidewalk, etc.)

8. Streets may be required to have a seal coat applied at the option of the City Engineer. Type of seal coat is to be determined by the City Engineer.

9. Resurface existing roadway as directed by the City Engineer due to utility installations and construction damage.

10. Existing striping shall be removed and replaced as necessary. New striping and pavement markings shall be installed as required by the City Engineer.

11. Owner/Developer shall provide recycling receipts as required by the recycling plan.

G. The following items are required prior to release of SECURITIES/WARRANTIES/DEPOSITS.

1. Prior to the release of the securities for the project, all improvements shall be reviewed and accepted by the City Engineer.

2. A recorded mylar copy of the Parcel map shall be submitted, if a part of a lot-sale subdivision and not included in Item E.

3. Tie sheets shall be submitted for all monuments found and/or set in the public right-of-way.

4. The release of securities/warranties/deposits must be requested in writing to the City Engineer. Allow 30 days for processing.

Donald Young

DONALD YOUNG, P.E., P.M.P.
One Stop Permit Center Manager

AC

Initial

City Council/Successor Agency Meeting **K. 3.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: PUBLIC HEARING to consider Resolution No. 8392 to adopt the Amended 6th Cycle 2021-2029 Housing Element (General Plan Amendment No. 144) (Development Services Director Desatnik)

(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):

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

I move that the City Council adopt Resolution No. 8392 to adopt the Amended 6th Cycle 2021-2029 Housing Element of the City of Redlands General Plan.

RECOMMENDATION:

Staff recommends that the City Council adopt Resolution No. 8392 to adopt the Amended the 6th Cycle 2021-2029 Housing Element (click on link) and General Plan Amendment No. 144.

DISCUSSION:

A) Background

The Housing Element is one of the required elements of the General Plan, pursuant to the State Law. It is required to be updated periodically, based on timelines of Housing Element Update "cycle." 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").

Over the past two years, staff has been working with the City's consultant, Michael Baker International, Inc, to update the City's Housing Element in accordance with various housing laws. During the process, city staff and consultants ("project team") held many public outreach events, as well as workshops with the City Council and the Planning Commission, to present findings of extensive analysis on the City's current state of housing needs, projected production, fair housing issues, and more. In addition, the project team identified adequate potential housing sites for the Regional Housing Needs Assessment (RHNA) allocation, and presented it to the City Council, Planning Commission, as well as the public throughout the process. Furthermore, the project team evaluated the previous (5th Cycle) Housing Element for accomplishments as well as the effectiveness of housing programs, and develop an updated set of housing programs for the new cycle to further equitable housing goals for the City.

The project team prepared a Draft 2021-2029 Housing Element. It was submitted to the HCD for two rounds of review in September, 2021, and in January, 2022. Revisions were made to the document to address HCD comments.

In order to meet the statutory deadline (February 15th , 2022) set forth by the Housing Element Law for adopting the Housing Element, the City Council adopted the 2021-2029 Housing Element on February 1, 2022 (click here for link to staff report) before certification by the HCD.

B) Summary of HCD Second Round Comment Letter

After the City Council adopted the 2021-2029 Housing Element in February, the City received the second-round review comment letter from HCD in March 2022 (see Attachment A). HCD provided comments regarding the information presented and the data analysis in the following areas.

- Housing Needs, Resources, and Constraints.
- Housing Programs
- Public Participation

Most of the comments focused on the topic of Affirmatively Furthering Fair Housing (AFFH) and programs to address AFFH issues, as well as lack of housing programs addressing housing choices and mobility in south Redlands area. In addition, HCD expressed concerns on lack of housing for the extremely low-income population in the City.

Response to HCD Comments: In response to HCD's comment letter and following additional guidance from HCD, the project team revised the adopted Housing Element to add new housing programs as well as strengthen some existing programs. The Housing Programs are contained in Chapter 5 of the Amended 2021-2029 Housing Element (click here for link).

One new program was added to address housing choice and mobility by adopting an affordable housing overlay for education and religious facilities that would allow for the development of residential units as an accessory use (Program 1.1-11). Another new program was added to promote the re-use and conversion of single-family homes, which are located within multiple-family zones, into multi-family units (Program 1.1-10), particularly in the south Redlands area.

In addition, two new programs were added that focus on serving the housing needs of the extremely low-income population. They include providing Supportive Housing and Affordable Housing through the Project Homekey project (Program 1.3-10), as well as a program to provide a Homeless Solutions Coordinator as a city staff member to connect homeless individuals with local services and resources (Program 1.3-11). Both of these programs capture actions that the City has already taken, and will not require additional City resources to implement.

Resubmittal to HCD: Over the past several months, the project team met with HCD staff several times to better understand their comments and to resolve in a timely manner the outstanding issues that have kept the City from receiving certification. The project team revised the adopted Housing Element according to HCD's comments, and provided the document for public review on the project website in July (click here for link). As of this writing, no public comments have been received.

The project team resubmitted the revised Draft 2021-2029 Housing Element to HCD for a third round of review on July 29, 2022. HCD has 60 days to review and comment on the City's resubmittal. As of this writing, the City's Draft 2021-2029 Housing Element is still under review by the HCD. However, the review period will end on September 29, which means the City would either receive another (fourth) comment letter or a certification letter on or before September 29th.

C) Senate Bill 197

Senate Bill 197 was signed into law on June 20, 2022. It changed the Housing Element RHNA rezoning deadlines for jurisdictions in the SCAG region, including the City of Redlands. Prior to Senate Bill 197 becoming a law, jurisdictions in the SCAG region would need to complete rezoning for the RHNA sites by October 15 of this year. However, the new law would extend the rezoning deadline for the City by an additional three (3) years if the following conditions can be met:

1. Submit to HCD a draft 2021-2029 Housing Element and receive a letter from HCD deeming the Housing Element in substantial compliance with the Housing Element Law by October 15, 2022.

2. Adopt the amended 2021-2029 Housing Element by October 15, 2022.

In an effort to satisfy condition 1 above, the project team resubmitted a revised Draft 2021-2029 Housing Element to HCD for a third round of review, and will receive the result of the review by the end of September. Also, staff is presenting the amended 2021-2029 Housing Element to the City Council at this time in order to meet condition 2 listed above. Therefore, the objective is to obtain an additional three years (if necessary) to perform the required rezoning actions as allowed by SB 197.

D) Environmental Review

At the original adoption of the 6th Cycle 2021-2029 Housing Element on February 1st, the City Council adopted an Addendum to the 2035 General Plan and Climate Action Plan EIR in accordance with Section 15641(a) of the CEQA Guidelines.

The revisions that have been incorporated in the Amended 6th Cycle 2021-2029 Housing Element are minor in nature and would not change any existing land use designations or zoning, nor would the amended Housing Element present a new use or intensify a use that was considered under the 2035 General Plan and Climate Action Plan EIR. Therefore, the Amended Housing Element would not result in new or substantially more severe environmental impacts as compared to the Addendum to the 2035 General Plan and Climate Action Plan. Therefore, no further CEQA analysis is required.

ALTERNATIVES:

No alternatives are offered at this time, and staff does not recommend delaying the adoption of the Amended 6th Cycle 2021-2029 Housing Element.

STRATEGIC PLAN:

This item is related to Objective D-2 pertaining to the implementation of the City's affordable housing programs.

SUBMITTED BY:
Brian Desatnik, Development Services Director.

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

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

PREPARED BY:
Catherine Lin, AICP, Principal Planner

Fiscal Impact

Fiscal Year:	22-23
Revenue Generating:	No
Appropriation Required Y/N:	No

Discussion:

The adoption of the Amended 2021-2026 Housing Element will not create or result in any fiscal impacts.

Attachments

Attachment A: HCD Comment Letter dated March 4, 2022

Attachment B: Resolution No. 8392

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

March 4, 2022

Brian Desatnik, Director
Development Services Department
City of Redlands
35 Cajon St.
Redlands, CA 92373

Dear Brian Desatnik:

RE: City of Redlands' 6th Cycle (2021-2029) Revised Draft Housing Element

Thank you for submitting the City of Redlands' (City) revised draft housing element received for review on January 5, 2022. Pursuant to Government Code section 65585, subdivision (b), the California Department of Housing and Community Development (HCD) is reporting the results of its review.

The draft element addresses many statutory requirements described in HCD's November 15, 2021 review; however, revisions will be necessary to comply with State Housing Element Law (Article 10.6 of the Gov. Code). The enclosed Appendix describes the revisions needed to comply with State Housing Element Law.

As a reminder, the City's 6th cycle housing element was due October 15, 2021. As of today, the City has not completed the housing element process for the 6th cycle. The City's 5th cycle housing element no longer satisfies statutory requirements. HCD encourages the City to revise the element as described above, adopt, and submit to HCD to regain housing element compliance.

For your information, pursuant to Assembly Bill 1398 (Chapter 358, Statutes of 2021), if a local government fails to adopt a compliant housing element within 120 days of this statutory deadline, then any rezoning to accommodate the regional housing needs allocation (RHNA), including for lower-income households, shall be completed no later than one year from the statutory deadline. Otherwise, the local government's housing element will no longer comply with State Housing Element Law, and HCD may revoke its finding of substantial compliance pursuant to Government Code section 65585, subdivision (i).

Several federal, state, and regional funding programs consider housing element compliance as an eligibility or ranking criteria. For example, the CalTrans Senate Bill (SB) 1 Sustainable Communities grant; the Strategic Growth Council and HCD's

Affordable Housing and Sustainable Communities programs; and HCD's Permanent Local Housing Allocation consider housing element compliance and/or annual reporting requirements pursuant to Government Code section 65400. With a compliant housing element, the City will meet housing element requirements for these and other funding sources.

HCD appreciates the hard work and dedication you, Catherine Lin, Principal Planner; and your consultants during the housing element update. We are committed to assisting the City in addressing all statutory requirements of State Housing Element Law. If you have any questions or need additional technical assistance, please contact Marisa Prasse, of our staff, at Marisa.Prasse@hcd.ca.gov.

Sincerely,



Paul McDougall
Senior Program Manager

Enclosure

APPENDIX
CITY OF REDLANDS

The following changes are necessary to bring the City's housing element into compliance with Article 10.6 of the Government Code. Accompanying each recommended change, we cite the supporting section of the Government Code.

Housing element technical assistance information is available on HCD's website at http://www.hcd.ca.gov/community-development/housing-element/housing-element-memos.shtml. Among other resources, the housing element section contains HCD's latest technical assistance tool, Building Blocks for Effective Housing Elements (Building Blocks), available at http://www.hcd.ca.gov/community-development/building-blocks/index.shtml and includes the Government Code addressing State Housing Element Law and other resources.

A. Housing Needs, Resources, and Constraints

1. *Affirmatively further[ing] fair housing in accordance with Chapter 15 (commencing with Section 8899.50) of Division 1 of Title 2…shall include an assessment of fair housing in the jurisdiction. (Gov. Code, § 65583, subd. (c)(10)(A).)*

   Integration and Segregation: The revised element includes additional information on segregation and integration by income at the local level; however, the regional analyses for race/ethnicity and income and their conclusions still do not reflect the data that the City is substantially different than the County in regards to income and race/ethnicity. As stated in HCD's previous letter, and as supported by HCD's Affirmatively Furthering Fair Housing (AFFH) Data viewer, the regional analyses should be improved to reflect the spatial differences between the City and County by income and race/ethnicity. The element could consider updating its regional maps to show a greater portion of the County as part of this analysis. The element should analyze segregation by race/ethnicity rather than white/non-white. The element's summary of integration and segregation fair housing issues should be revised to reflect the data and analyses.

   Disproportionate Housing Needs, Including Displacement: While the element was revised to include a more complete analysis of displacement risk, the element was not revised to address the prior finding regarding the spatial analysis of homelessness and substandard housing. Please see HCD's prior review.

   Local Data and Knowledge and Other Relevant Factors: The revised element includes additional sections summarizing environmental justice and growth management land use measures; however, it does not analyze where these growth management land use measures and voter initiatives originated from, what caused these practices, and the lasting impacts of these actions in the perpetuation of segregation and other fair housing issues.

   Contributing Factors: The element must list and prioritize contributing factors to fair housing issues. While the revised element now prioritizes these contributing factors, these

factors should be reassessed, prioritized, and revised based on the outcomes of a complete analysis to reflect the most salient fair housing issues. Finally, some contributing factors identified in the element still lack adequately responsive programs (these include but are not limited to geographic (north/south and regional) segregation by race/ethnicity and income, lower environmental quality in downtown census tracts, etc.).

Site Inventory: The element includes maps and graphs of the site inventory that indicate a further entrenchment of many existing fair housing issues, the revised element did not revise the list of identified sites to ameliorate this pattern, and the site inventory is not accompanied by adequate programs to ameliorate these impacts. Furthermore, some of the conclusions in the AFFH site inventory analysis do not reflect the data – there are large portions of South Redlands that are not environmentally constrained by high fire risk (according to CalFire maps) and slopes and have better environmental outcomes (according to CalEnviroScreen) than other parts of the City. While the revised element includes analyses, such as Figure 7.3-5 RHNA Units and City Acreage Comparison by Non-White Population, that addresses RHNA units by income groups (lower, moderate, and above moderate), these graphs or analyses should include the pending projects that constitute the majority of the above moderate RHNA units. These analyses should be revised to include all units that are being utilized to meet the RHNA. While the transit village areas will eventually provide better access to transit mobility options and represent an exciting transit-oriented development opportunity, the element should expand the analysis and list of sites to better formulate development opportunities, goals, actions, and metrics that will result in broader equitable quality of life throughout the community. In addition, the selection and analysis of identified sites should address the significant lack of housing opportunities for lower-income households in the southern portion of the city that are proportionally whiter, more affluent, have significantly improved environmental quality of life, and score higher on the access to opportunity maps so as to address fair housing issues and avoid an isolation of the RHNA.

Goals, Priorities, Metrics, and Milestones: The element largely did not address this finding. The element must add, or revise programs based on a complete analysis, listing, and prioritization of contributing factors to fair housing issues. Goals and actions must significantly seek to overcome contributing factors to fair housing issues and include metrics and milestones to target meaningful fair housing results. Currently, the element identifies programs to encourage and promote outreach and affordable housing; however, most of these programs do not appear to facilitate any meaningful change nor address AFFH requirements, particularly many of the North/South fair housing issues. Given that significant portions of the City are considered high-income/opportunity areas, and because Redlands is significantly whiter and wealthier than San Bernardino County, the element could focus on programs that enhance housing mobility and encourage development of more affordable housing choices in an inclusive manner throughout the community, including South Redlands. Furthermore, the element should consider programs with substantial place-based investments and protection against displacement in areas of high segregation and poverty. For more information, please see HCD's guidance at AFFH / Fair Housing (ca.gov).

2. *Include an analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected needs for all income levels, including extremely low-income households. (Gov. Code, § 65583, subd. (a)(1).)*

   Extremely Low-Income (ELI) Households: While the element now provides some data on ELI households, it must still include analysis as described in the prior review. Based on the outcomes of this analysis, the element should add or modify programs. Please see HCD's prior review for additional information.

3. *An inventory of land suitable and available for residential development, including vacant sites and sites having realistic and demonstrated potential for redevelopment during the planning period to meet the locality's housing need for a designated income level, and an analysis of the relationship of zoning and public facilities and services to these sites. (Gov. Code, § 65583, subd. (a)(3).)*

   Infrastructure: The element now includes information related to access and availability of infrastructure to identified sites. However, the element must sill clarify whether sufficient total water and sewer capacity (existing and planned) is available to accommodate the regional housing need allocation (RHNA) and include programs if necessary.

   Electronic Sites Inventory Form: Pursuant to Government Code section 65583.3, subdivision (b), the City must utilize standards, forms, and definitions adopted by HCD when preparing the sites inventory. Please see HCD's housing element webpage at https://www.hcd.ca.gov/community-development/housing-element/index.shtml for a copy of the form and instructions. The City can reach out to HCD at sitesinventory@hcd.ca.gov for technical assistance. Please note, while the City has submitted the electronic inventory as part of this revised draft, upon adoption of the housing element, the City must submit an electronic version of the sites inventory to sitesinventory@hcd.ca.gov.

4. *An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the types of housing identified in paragraph (1) of subdivision (c), and for persons with disabilities as identified in the analysis pursuant to paragraph (7), including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures… (Gov. Code, § 65583, subd. (a)(5).)*

   Historic Preservation Measures: The element was revised to include some additional detail on the South Redlands Housing Conservation Overlay and the City Design and Preservation element processes, yet this analysis must also analyze the additional time and costs posed by these measures. In addition, the analysis must describe the measures' impact on housing development for all income levels in South Redlands, and where this hinders the ability to create additional housing opportunities in high resource areas.

   Processing and Permit Procedures: The element was revised to include a program to remove the conditional use permit (CUP) requirement for multifamily developments greater than 35 units. However, whereas Program 1.2-13 had previously included a program to

remove the CUP for projects over 35-feet, in this latest version of the element this provision has been deleted. The element should either clarify the CUP requirement does not apply to heights over 35 feet or modify Program 1.2-13 to clarify and address the CUP requirement for heights.

Zoning, Development Standards, and Fees: The element must clarify its compliance with new transparency requirements for posting all zoning, development standards, and fees on the City's website and include programs if appropriate. While the revised element includes information regarding noticing of materials in relation to public meetings, the element must still address this finding. Please see HCD's prior review for additional information.

5. *An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including… …the length of time between receiving approval for a housing development and submittal of an application for building permits for that housing development that hinder the construction of a locality's share of the regional housing need in accordance with Government Code section 65584... (Gov. Code, § 65583, subd. (a)(6).)*

   Developed Densities and Permit Times: While the element now discusses several weeks can expire between approvals and plan check review, it must also address the time between approvals and application for building permits and analyze any hinderances on meeting the RHNA.

B. Housing Programs

1. *Identify actions that will be taken to make sites available during the planning period with appropriate zoning and development standards and with services and facilities to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on sites identified in the inventory completed pursuant to paragraph (3) of subdivision (a) without rezoning, and to comply with the requirements of Government Code section 65584.09. Sites shall be identified as needed to facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-built housing, mobilehomes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing. (Gov. Code, § 65583, subd. (c)(1).)*

   As noted in Finding A3, the element does not include a complete site analysis, therefore, the adequacy of sites and zoning were not established. Based on the results of a complete sites inventory and analysis, the City may need to add or revise programs to address a shortfall of sites or zoning available to encourage a variety of housing types. In addition, as described in HCD's prior review, the element should be revised as follows:

   - *Program 1.1-1 (RHNA Rezoning)*: The Program now includes the minimum acreage and other components, it should clarify and commit to all requirements pursuant to

Government Code section 85583.2, subdivision (h), such as residential only and affordability provisions.

- *Program 1.1-2 (Transit Villages Specific Plan):* In addition to committing to acreage and allowable densities, the Program must meet all requirements pursuant to Government Code section 85583.2, subdivisions (h) and (i), such as affordability, minimum density, number of units per site and non-discretionary approvals.
- *Program 1.3-1 (Surplus Lands)*: The Program now commits to zoning actions but should still include a schedule of actions as noted in the prior HCD review.
- *Program 1.1-9 (Lot Consolidation):* The Program notes incentives may be considered but should include clear and specific commitment to establish incentive for lot consolidation, including outreach with property owners and potential developers of housing affordable to lower income households.

2. *The housing element shall contain programs which assist in the development of adequate housing to meet the needs of extremely low-, very low-, low- and moderate-income households. (Gov. Code, § 65583, subd. (c)(2).)*

   While the element now prioritizes some programs for ELI and special needs households, it should consider additional actions to assist development based on the outcomes of a complete analysis. Please see HCD's prior review for additional information.

   In addition, as noted in the review of programs in the prior planning period, several programs were not implemented, lacked data to evaluate effectiveness or had other circumstances impacting effective implementation. As a result, programs should be added or modified as appropriate in response to lessons learned from the prior planning period. Please see HCD's prior review for additional information.

3. *Address and, where appropriate and legally possible, remove governmental and nongovernmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities. The program shall remove constraints to, and provide reasonable accommodations for housing designed for, intended for occupancy by, or with supportive services for, persons with disabilities. (Gov. Code, § 65583, subd. (c)(3).)*

   As noted in Findings A4 and A5, the element requires a complete analysis of potential governmental and nongovernmental constraints. Depending upon the results of that analysis, the City may need to revise or add programs and address and remove or mitigate any identified constraints. In addition, the element should be revised as follows:

   - *Minimum Lot Sizes*: As noted on page 106, minimum lot sizes pose a constraint on the development of housing and as a result, the element should include a program to address the constraint.
   - *2022 Local Voter Initiative*: HCD understands the Town Village Specific Plan is subject to a local voter initiative that, if approved, would essentially remove the City's strategy to accommodate the RHNA, including by income group. The revised element includes an analysis on the 2022 Local Voter Initiative, but the element should be revised to include a program with timelines committing the City to

immediately remedy any impacts on the City's adequate sites strategy or HCD may revoke housing element compliance pursuant to Government Code section 65585, subdivision (i). This program may include a clarification of how the City will interpret the local voter initiative in relation to state housing laws, if approved.

- *Measure U*: While the revised element includes Program 1.1-2 to analyze the consistency of Measure U with state housing laws, it should be strengthened to include a commitment to interpret in a manner that facilitates compliance with the RHNA and state housing laws, and adoption of City policies accordingly.

4. *Promote and affirmatively further fair housing opportunities and promote housing throughout the community or communities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability, and other characteristics protected by the California Fair Employment and Housing Act (Part 2.8 (commencing with Section 12900) of Division 3 of Title 2), Section 65008, and any other state and federal fair housing and planning law. (Gov. Code, § 65583, subd. (c)(5).)*

   As noted in Finding A1, the element must include a complete analysis of AFFH. Based on the outcomes of that analysis, the element must add or modify programs to have specific commitment, milestones, and metrics to overcome fair housing issues and to enhance housing mobility strategies, encourage development of new affordable housing in high resource areas, improve place-based strategies, and protect residents from displacement.

C. Public Participation

Local governments shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the element shall describe this effort. (Gov. Code, § 65583, subd.(c)(8).)

The revised element states that it was made available to the public on the City's website on December 21, 2021 before being submitted to HCD on January 5, 2022. However, the element should be revised to clarify that all prior public commenters and those on the city's contact list were notified that the revised element was posted to the City's website, whether the City received any public comments and if so, how those comments were incorporated. The City must proactively make future revisions available to the public, including any commenters, prior to submitting any revisions to HCD and diligently consider and address comments, including revising the document where appropriate. HCD's future review will consider the extent to which the revised element documents how the City solicited, considered, and addressed public comments in the element. The City's consideration of public comments must not be limited by HCD's findings in this review letter.

RESOLUTION NO. 8392

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS ADOPTING THE AMENDED 6TH CYCLE 2021-2029 HOUSING ELEMENT (GENERAL PLAN AMENDMENT NO. 144)

WHEREAS, California Government Code Sections 65580-65589.9 require cities to prepare a Housing Element as a component of each city's General Plan and to revise it regularly on a schedule set forth by law; and,

WHEREAS, the City of Redlands initiated an update to the Housing Element of the General Plan and prepared proposed revisions to the Housing Element for the 2021-2029 planning period ("6th Cycle 2021-2029 Housing Element"), which replaces the Housing Element that covered the planning period from 2013 to 2021; and,

WHEREAS, the 6th Cycle 2021-2029 Housing Element sets forth the housing policies for the City, will facilitate the preservation and development of housing, and will establish programs to accommodate the City's share of the regional housing need in Southern California; and,

WHEREAS, the 6th Cycle 2021-2029 Housing Element complies with the requirements of State law; and,

WHEREAS, in accordance with Government Code Section 65583, the City finds that the proposed 6th Cycle 2021-2029 Housing Element complies with the duty to Affirmatively Further Fair Housing; and,

WHEREAS, the Regional Housing Needs Assessment (RHNA) has allocated the City of Redlands a total of 3,516 new housing units as its share in Southern California region; and,

WHEREAS, an extensive public outreach effort was conducted to obtain resident and citizen input into the Draft 6th Cycle 2021-2029 Housing Element including a citywide housing needs survey, individual stakeholder interviews, community meetings held on April 26 and May 13, 2021, Planning Commission study sessions held on April 13 and May 25, 2021, as well as a City Council study session held on June 29, 2021; and,

WHEREAS, the Draft 6th Cycle 2021-2029 Housing Element was reviewed by the State Department of Housing and Community Development (HCD) per Government Code Section 65585(b), and has been revised to address comments from HCD; and,

WHEREAS, on December 30, 2021, the Planning Division caused a public notice display advertisement concerning the Planning Commission public hearing to be published in a newspaper of general circulation in the City, in accordance with Redlands Municipal Code and applicable Government Code provisions; and,

WHEREAS, on January 11, 2022, the Planning Commission held a duly noticed public hearing on the Draft 6th Cycle 2021-2029 Housing Element and the addendum to the 2035 General Plan and Climate Action Plan EIR, and considered the staff report, oral report, the testimony and any

written evidence submitted by the general public; and,

WHEREAS, on January 11, 2022, the Planning Commission recommended to the City Council the adoption of the 6th Cycle 2021-2029 Housing Element Update and the related addendum to the 2035 General Plan and Climate Action Plan EIR; and,

WHEREAS, on January 20, 2021, the City Clerk caused a public notice display advertisement concerning the City Council public hearing for the 6th Cycle 2021-2029 Housing Element Update to be published in a newspaper of general circulation in the City, in accordance with Redlands Municipal Code and applicable Government Code provisions; and,

WHEREAS, on February 1, 2022, the City Council held a duly noticed public hearing on the 2021-2029 Housing Element (6th Cycle Housing Element Update) and the related addendum to the 2035 General Plan and Climate Action Plan EIR, and adopted Resolution No. 8292 to adopt the 2021-2029 Housing Element and the related addendum to the 2035 General Plan Climate Action Plan EIR; and,

WHEREAS, on March 4, 2022, the City received written comments from the California Department of Housing and Community Development (HCD) on the adopted 2021-2029 Housing Element, and necessitating revisions to the adopted 2021-2029 Housing Element; and,

WHEREAS, the revised 3rd Draft 2021-2029 Housing Element was available for public review in July 2022 through August 2022; and,

WHEREAS, on September 22, 2022, the City Clerk caused a public notice display advertisement concerning the City Council public hearing for the adoption of the amended 6th Cycle 2021-2029 Housing Element Update to be published in a newspaper of general circulation in the City, in accordance with Redlands Municipal Code and applicable Government Code provisions; and

WHEREAS, on October 4, 2022, the City Council held a duly noticed public hearing on the adoption of the amended 6th Cycle 2021-2029 Housing Element, and considered the verbal and written staff reports, and the testimony and any written evidence submitted by the general public.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS AS FOLLOWS:

SECTION 1. CALIFORNIA ENVIRONMENTAL QUALITY ACT. An addendum to the City of Redlands 2035 General Plan and Climate Action Plan EIR was adopted for the original adoption of the 6th Cycle 2021-2029 Housing Element. The revisions that have been incorporated in the Amended 6th Cycle 2021-2029 Housing Element are minor in nature and would not change any existing land use designations or zoning, nor would the amended Housing Element present a new use or intensify a use that was considered under the 2035 General Plan and Climate Action Plan EIR. Therefore, the Amended Housing Element would not result in new or substantially more severe environmental impacts as compared to the Addendum to the 2035 General Plan and Climate Action Plan. Therefore, no further CEQA analysis is required.

SECTION 2. DELEGATION OF AUTHORITY. The delegation of authority to the City Manager, or designee, to address and make non-substantive revisions to the adopted 2021-2029 6th Cycle Housing Element will not be detrimental to the health, safety, and welfare of the general public, and is covered by the Section 15061(b)(3) exemption in accordance with the State CEQA Guidelines.

SECTION 3. The adopted 2021-2029 Housing Element (6th Cycle) may undergo changes that are explanatory or technical in nature, as recommended by HCD, and not substantive policy changes. Therefore, there is no anticipated effect on the analysis, strategies, policies and programs to address provision of sufficient housing for all income groups, preservation of affordable housing stock, methods to minimize governmental constraints to provision of housing, provision of affordable housing opportunities for low-income and moderate-income households, and the adopted document would remain in compliance with all applicable state and local laws, regulations, and guidelines relating to housing.

SECTION 4. ADOPTION OF THE AMENDED 6TH CYCLE 2021-2029 HOUSING ELEMENT. The City Council hereby rescinds Council Resolution No. 8292 and adopts the amended 2021-2029 Housing Element (6th Cycle Housing Element Update).

SECTION 3. EFFECTIVE DATE. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED AND APPROVED this 4th day of October, 2022.

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk of the City of Redlands, do hereby certify that the foregoing Resolution was duly adopted by the City Council at a regular meeting thereof held on the 4th day of October, 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Jeanne Donaldson, City Clerk

City Council/Successor Agency Meeting **L. 1.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approval of the Employment Agreement between the City of Redlands and Charles M. Duggan, Jr. (Mayor Barich/Mayor Pro Tem Tejeda)

MOTION(S):

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

1. I move to approve the City Manager Employment Agreement between the City of Redlands and Charles M. Duggan, Jr.

RECOMMENDATION:

To approve the Employment Agreement between the City of Redlands and Charles M. Duggan, Jr.

DISCUSSION:

The Employment Agreement with City Manager Charles M. Duggan, Jr. expires on January 31, 2023. The City Council wishes to extend the City Manager's contract prior to its expiration. It is proposed that the City Council approve a new Employment Agreement. The proposed Employment Agreement for the City Manager proposes the following terms:

1. Extension of the Employment Agreement for an additional 3 years expiring January 31, 2026
2. A base salary of $280,000
3. Twelve (12) months of severance
4. Benefits, leave and deferred compensation as set forth in the current contract remain unchanged.

This report complies with Government Code Section 54953(c)(3).

ALTERNATIVES:

The City Council may elect not to approve the Agreement and provide alternative direction to staff.

STRATEGIC PLAN:

N/A.

SUBMITTED BY:
Mayor Paul T. Barich and Mayor Pro Tem Eddie Tejeda

RECOMMENDED BY:
Mayor Paul T. Barich and Mayor Pro Tem Eddie Tejeda

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

PREPARED BY:
Yvette M. Abich Garcia, City Attorney

Attachments

City Manager Employment Agreement

CITY OF REDLANDS

CITY MANAGER EMPLOYMENT AGREEMENT

This Employment Agreement (this "Agreement") is made and entered into the 4th day of October, 2022 ("Effective Date") by and between the City of Redlands, a general law city and municipal corporation ("City") and Charles M. Duggan Jr., an individual ("Employee"). For purposes of this Agreement, City and Employee are sometimes individually referred to herein as a "Party" and, together, as the "Parties."

RECITALS

WHEREAS, it is the desire of City to retain the services of Employee as City Manager and the desire of the Employee to serve in that capacity; and

WHEREAS, Government Code section 34852 provides that an ordinance establishing a city manager form of government shall define the powers and duties of the city manager; and

WHEREAS, the duties of the city manager of the City are set forth in full in Chapter 2.04 of the Redlands Municipal Code ("RMC"); and

WHEREAS, RMC section 2.04.010 states: "The City Manager shall be appointed by the City Council solely on the basis of his executive and administrative qualifications and ability, and shall hold office at and during the pleasure of the City Council;" and

WHEREAS, it is the desire of City to: (1) provide inducement for Employee to remain in City's employment; (2) make possible full work productivity by providing Employee with assurances regarding his employment; and (3) provide an equitable process for terminating Employee's services if that should occur; and

WHEREAS, the City Council of the City of Redlands ("City Council") has determined that Employee has the required executive and administrative qualifications and ability, along with the level of education, experience, skills and expertise to serve as the City Manager of the City;

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

AGREEMENT

1. Employment and Duties

1.1 Duties. The City Council hereby appoints Employee as the City Manager for the City to perform the functions and duties of that position, as described in the California Government Code and Chapter 2.04 of the Redlands Municipal Code (as such Chapter may be amended from time to time in the sole discretion of the City Council without any amendment of this Agreement or Employee's acquiescence), and such other legally permissible and proper duties and functions

as the City Council shall, from time to time, direct or assign to Employee. Employee agrees to perform all such functions and duties to the best of his ability and in an efficient, competent, and ethical manner.

1.2 Term. The City hereby employs Employee as City Manager on an at-will basis commencing as of October 4, 2022, and remaining in effect until January 31, 2026.

1.3 Work Schedule. Employee will report to the entire City Council. It is recognized that Employee is expected to engage in the hours of work that are necessary to fulfill the obligations of the position of City Manager, must be available at all times and devote significant time outside of "normal" City office hours to the business of the City. Employee acknowledges that proper performance of the duties of the City Manager will require Employee to generally observe normal business hours (currently 7:30 a.m. to 5:30 p.m., Monday through Friday in accordance with City's "9/80" work schedule), as set by the City and as may be duly revised from time-to-time by the City, and will also often require the performance of necessary services outside of normal business hours. Employee is pre-authorized to work remotely, for periods of time not exceeding two-weeks, four times each year. Employee's compensation (whether salary or benefits) is not based on hours worked. Furthermore, the City Manager position remains an "exempt" classification under the overtime provisions of the federal Fair Labor Standards Act ("FLSA") and Employee shall not be entitled to any compensation for overtime, nor subject to such overtime provisions of the FLSA.

1.4 Other Activities. Employee shall focus his professional time, ability, and attention to the City's business during the term of this Agreement. Employee shall not engage, without the express prior written consent of the City Council, in any other business duties or pursuits whatsoever, or directly or indirectly render any services of a business, commercial, or professional nature, to any other person or organization, whether for compensation or otherwise, that is or may be competitive with the City, that might cause a conflict-of-interest with the City, or that otherwise might interfere with the business or operation of the City or the satisfactory performance of the functions and duties of the City Manager.

1.5 Employment Status. Employee shall serve at the will and pleasure of the City Council and understands he shall continue to be an "at-will" employee and shall be subject to summary dismissal without any right of notice or hearing, including any so-called due process pre-disciplinary "Skelly" hearing. The City may terminate Employee at any time in accordance with Section 3.2 below.

1.6 Exemption from Personnel System. Redlands Municipal Code section 2.56.030 expressly exempts the "City Manager" position from the City's Personnel System established in Redlands Municipal Code Chapter 2.56. Employee understands, acknowledges and agrees that Employee is exempt from the City's Personnel System.

1.7 City Documents. All data, studies, reports and other documents prepared by Employee while performing his duties during the term of this Agreement shall be furnished to and become the property of the City, without restriction or limitation on their use. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data,

input record data, written information, and other materials either created by or provided to Employee in connection with the performance of this Agreement shall be held confidential by Employee to the extent permitted by applicable law, except as may be required by any governmental agency or court of competent jurisdiction. Such materials shall not be used by Employee, without the prior written consent of the City Council, for any purposes other than the performance of Employee's duties. Additionally, no such materials may be disclosed to any person or entity not connected with the performance of services under this Agreement, except as required by (a) law, (b) any governmental agency, (c) subpoena, or (d) an order issued by a court of competent jurisdiction.

1.8 ICMA Code of Ethics. The Parties mutually desire for Employee to be subject to and comply with the International City/County Management Association ("ICMA") Code of Ethics, and Employee commits to comply with the ICMA Code of Ethics. The City and the City Council agree that the City Council will not require that Employee violate the ICMA Code of Ethics as part of his employment with the City.

2. Compensation and Reimbursement

2.1 Current Base Salary. Employee shall receive Two Hundred Eighty Thousand Dollars ($280,000) as his annual base salary ("Salary") for the City Manager position. Employee's Salary shall be paid on a pro-rated basis bi-weekly at the same time as other employees of the City are paid, and shall be subject to normal and proper withholdings as determined by state and federal law, and as determined appropriate by the City Council, and shall be subject to payroll taxes, workers' compensation, and other payroll-related liability costs.

2.2 Salary Adjustment. Following the annual performance evaluation set forth in Section 5.2 hereof, the City Council may increase Employee's base salary and benefits package based on the results of those annual reviews. Any adjustments in the base salary and/or benefits following the annual performance evaluation under Section 5.2 are not automatic and instead shall be at the sole discretion of the City Council.

2.3 Incentive Bonus. Annually, beginning in August 2023, Employee may be eligible for a lump-sum incentive bonus, at the sole discretion of the City Council, for performance substantially above expectations. The City Council will establish criteria as the basis for any bonus that may be awarded and such criteria will be delivered in writing to Employee before December 31 of each year. Employee and City agree that the City Council is not obligated to grant an incentive bonus and that no assurances have been given to Employee that any incentive bonus will be granted during the term of this Agreement.

2.4 Business Expense Reimbursements. The City shall reimburse Employee for reasonable and necessary travel, subsistence, and other City related business expenses incurred by Employee in the performance of his duties. All reimbursements shall be subject to and in accordance with California law, the City's adopted policies, and IRS rules for reporting compensation through payroll or reimbursement through accounts payable.

3. Termination

3.1 Termination by Employee. Employee may terminate this Agreement at any time, provided Employee provides the City with at least thirty (30) days prior written notice. In the event Employee terminates this Agreement, Employee expressly agrees that Employee shall not be entitled to any severance pay.

3.2 Termination by the City. The City may terminate this Agreement at any time, with the affirmative vote of the majority of the City Council at a duly authorized meeting, with or without cause, by providing written notice to Employee of the same. The City's right to terminate Employee pursuant to this Section 3.2 shall not be subject to, or in any way limited by, the City's Personnel Rules and Regulations, or any subsequent related resolutions, or past City practices related to the employment, discipline or termination of the City's employees. Employee expressly waives any rights provided for the City Manager under the City's Personnel Rules and Regulations, Municipal Code, or under other local, state or federal law to any other form of pre- or post-termination hearing, appeal, or other administrative process pertaining to termination. Nothing herein shall be construed to create a property interest, where one does not exist by rule of law, in the position of City Manager.

(a) Termination by the City for Cause. The City may terminate this Agreement at any time by providing Employee with prior written notice of the termination for cause and the facts and grounds constituting such cause. The term "cause" shall be defined to include any misconduct materially related to performance of official duties, including, but not be limited to, any of the following: (1) willful or persistent material breach of duties or inattention to duties, (2) résumé fraud or other acts of material dishonesty, (3) unauthorized or excessive absence or leave, (4) conviction of a misdemeanor involving moral turpitude (i.e., offenses contrary to justice, honesty, or morality) or abuse of position as City Manager, (5) conviction of a felony under California law, (6) violation by Employee of the City's anti-harassment policies, as may be amended, or a finding a legally prohibited personal act of harassment against a City official or employee or legally prohibited personal act of discrimination against a City official or employee has occurred and Employee was aware or should have been aware of that act, (7) violation of state law or the RMC or any City ordinance, rule or regulation, (8) use or possession of illegal drugs in violation of state law and/or City policy, (9) continued abuse of non-prescription drugs or alcohol that materially affects the performance of required duties as City Manager, (10) engaging in conduct unbecoming for a public official or which brings disrepute to the City, (11) any illegal or unethical act involving personal gain, including conviction of theft or attempted theft, (12) Employee's significant mismanagement of City finances, (13) any pattern of repeated, willful and intentional insubordination of the City Council, (14) gross misfeasance or gross malfeasance, (15) failure to comply with the ICMA Code of Ethics, as may be amended; or (16) any similar cause. For any of the foregoing, the City may, in its discretion, place Employee on paid or unpaid administrative leave until resolution. If the City terminates, for cause, this Agreement and the services of Employee hereunder, then the City shall have no obligation to pay Employee any severance pursuant to section 4, below.

(b) Termination by the City without Cause. The City may terminate Employee without cause, with no less than a sixty (60) day notice of intention to terminate his employment,

unless such notice period is waived in whole or in part by the City Council, based upon any management reason such as implementing the City's goals or policies, including, but not limited to: (i) change of administration, or (ii) incompatibility of management styles, or for any other reason, or no publicly stated reason. In the event Employee is terminated without cause, Employee shall be compensated at full pay and benefits until the effective date of termination. If so requested by the City Council, Employee shall continue to use his best efforts and skills to perform his duties during this period and shall fully cooperate with any successor designated by the City Council. Employee will qualify for severance pay according to Section 4.1 below. Employee expressly agrees Employee shall not be entitled to any severance pay as the result of the termination of this Agreement except as provided in Section 4.1 below.

4. Severance

4.1 Severance Pay. In the event Employee is terminated without cause and Employee does not challenge such termination, including, but not limited to, by means of appeal or civil or administrative claim or "liberty-interest" hearing, then the City shall pay to Employee severance in an amount equal to twelve months of Employee's base salary then in effect. Notwithstanding any other provision of this Section 4.1, if such proposed severance payment exceeds the amount authorized to be paid under Government Code Section 53260, then the amount paid to Employee shall be reduced in the amount necessary to comply with such statute. (Government Code Section 53260 provides all contracts of employment with a city must include a provision limiting the maximum cash settlement for the termination of the contract to the monthly salary (excluding benefits) multiplied by the number of months left on the unexpired term, but not more than eighteen (18) months if the unexpired term exceeds eighteen (18) months). The severance payment shall not include the monetary value of benefits during said time, but salary only.

4.2 No Severance Pay if Termination for Cause or Initiated by Employee. As provided in Subdivision 3.2(a), if Employee is terminated for cause, then the City shall have no obligation to pay the severance provided for in Section 4.1 above. As provided in Section 3.1, if Employee initiates termination of this Agreement, then the City shall have no obligation to pay the severance provided for in Section 4.1 above.

4.3 Sole Rights. The severance rights provided in this Section 4 shall constitute the sole and only entitlement of Employee with respect to severance pay in the event of the termination, other than for cause or by expiration of this Agreement. Employee expressly waives any and all other rights with respect to severance pay except as provided herein.

5. Performance Evaluations

5.1. Purpose. The performance review and evaluation process set forth herein is intended to provide review and feedback to Employee so as to facilitate the effective management of the City. Nothing herein shall be deemed to alter or change the employment status of Employee as City Manager (as set forth in Section 1.6 above), nor shall this Section 5 be construed as requiring "cause" to terminate this Agreement, or the services of Employee hereunder.

5.2. Annual Evaluation. The City Council shall endeavor to conduct a formal or informal review and evaluate the performance of Employee on an annual basis within thirty (30) days before the anniversary date of the Effective Date of this Agreement in each year during the term hereof. Such performance review and evaluation may be conducted concurrently with an annual base salary review provided for in Section 2.2 hereof, and in accordance with the purpose noted in Section 5.1 above.

5.3. Establishment of Goals. The City Council will establish performance objectives and goals for Employee in connection with the initial evaluation, and each annual evaluation, of Employee pursuant to this Section 5. Such objectives and goals shall be reasonably attainable within the time frame established by the City Council and within the City's annual budget.

6. Benefits and Other Compensation

6.1 Professional Development. The City recognizes its obligation to the professional development of the City Manager, and agrees Employee shall be given adequate opportunities to develop and maintain skills and abilities as the City Manager. Employee is expected and encouraged to and does agree to participate in professional organizations and to attend local and regional meetings and conferences related to matters of interest to the City consistent with the time required for such attendance in relationship to Employee's other responsibilities as determined by the City Council. The City Council hereby agrees to budget an amount, to be determined in the exercise of its sole discretion, to pay the cost, travel and subsistence expense of Employee for professional and/or official travel, meetings, and occasions adequate to continue professional development of Employee and to adequately pursue necessary official functions for the City. Employee shall be responsible for maintaining any professional certifications recognized as necessary or desirable in the performance of the duties hereunder. The City agrees to pay the annual professional dues and subscriptions necessary for full participation in national, regional, state, or local associations and organizations necessary and desirable for the best interests of the City, and for Employee's continued professional participation and advancement. To authorize the City's annual costs related to Employee's continued professional development, the anticipated costs must be included in the City's adopted or amended annual budget. The City Council is the approval authority for the City's annual budget. At a minimum, that may include any professional dues for membership with the ICMA, and the League of California Cities (LCC), as well as including travel expenses and registration for attendance at the annual ICMA conference, the annual LCC General Membership conference (LCC's Annual Conference), the annual LCC City Manager Department conference, and the annual LCC New Mayor and Council Members Academy.

6.2 Paid Annual Leave. Employee shall be entitled to paid annual leave ("Annual Leave") at an accrual rate of fifteen and seven one-hundredths (15.07) hours pro rata per pay period. Employee's Annual Leave is inclusive of all other leave benefits including, but not limited to, sick leave, executive leave, and vacation. Upon separation, for any reason, Employee shall be entitled to one hundred percent (100%) of Employee's unused Annual Leave balance then existing, at Employee's then current hourly rate of pay, subject to normal and proper withholdings as determined by state and federal law, and shall be subject to payroll taxes, workers' compensation, and other payroll-related liability costs in the same manner as other employees of the City.

(a) Holiday Leave. Employee shall be granted the following twelve (12) holidays: New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Day after Thanksgiving Day, Christmas Eve and Christmas Day (twelve 8-hour days).

6.3 Health and Welfare Benefits. Employee shall be entitled to certain rights and privileges no less than all other benefits that are generally accorded to City Department Directors regarding health, welfare and benefits, as provided in the City Department Directors' Memorandum of Understanding, and no less than as set forth in Exhibit "A" to this Agreement.

6.4 Retirement. Employee is believed to be a New Member/PEPRA, as defined by CalPERS and as mandated by the Public Employees' Pension Reform Act of 2013. Employee will be classified in the City's Tier II pension plan. Accordingly, Employee shall be entitled to participate in the City's CalPERS Retirement Program with the 2% at 62 formula.

6.5 Automobile. Employee shall receive Five Hundred Dollars ($500.00) per month as vehicle allowance to reimburse Employee for use of a personal vehicle in pursuit of recognized official duties. The allowance will be paid in the regular payroll process with Salary beginning with the first payroll paid subsequent to the Employee's commencement date consistent with the payment method of allowances provided to other employees of the City. The allowance is subject to normal and proper withholdings as determined by state and federal law and shall be subject to payroll taxes and other payroll-related liability costs in the same manner as other employees of the City. Employee shall be responsible for any personal income tax that may result from that reimbursement.

6.6 Deferred Compensation. Employee is eligible to participate in the City's 457(b) and 401(a) deferred compensation programs. Commencing January 2023, on or before the second payroll check date of each calendar year the City will contribute the maximum amount allowed under the law (including catchup provisions for employees 50 years or older) for that year to Employee's 457(b) deferred compensation plan. Additionally, commencing January 2023, on or before the second payroll check date of each calendar year the City will also contribute the maximum amount allowed under the Public Employees' Pension Reform Act for that year to Employee's 401(a) deferred compensation plan in an amount equal to the result of the following formula: the difference between the Base Salary and the applicable pensionable compensation limit, pursuant to Government Code section 7522.10, but in no event higher than the Code 401(a)(17) limit, multiplied by the applicable employer normal cost rate for the City's miscellaneous plan as determined by CalPERS and set forth in the annual actuarial valuation reports issued by CalPERS. This amount shall not be reported to CalPERS as pensionable compensation and shall not be subject to any withholdings or taxes in accordance with Sections 3121(a)(5)(A) and 3401(a)(12)(A) of the Internal Revenue Code. If at any time the City ceases to participate in either a 457(b) or 401(a) plan, or is otherwise unable to make the contribution, Employee's salary will be adjusted to include the balance of the unmade contribution.

6.7 Bonding. The City shall bear the full cost of any fidelity or other bonds required

for Employee under any law or City ordinance.

6.8 Flexible Spending Account. The City provides a Flexible Spending Account ("FSA") program at Employee's sole cost and expense (employee cost may be income tax deferred in accordance with IRS regulations). Expenses that may be reimbursed using the FSA program include childcare, medical expenses not covered by insurance plan, orthodontic work, and similar qualifying expenses.

6.9 Business Equipment. The City will provide to Employee any job-related personal tools or equipment, such as a computer, desk, land-line phone, file cabinets, table and chairs, that serve the professional development of Employee and/or is needed to perform Employee's functions and duties. Upon termination, for any reason, Employee shall return all business equipment to the City no later than Employee's last day of employment. The City shall provide a City-owned cell phone for City-related business and functions during, before and after normal work hours. The City shall pay for any expenses related to initial purchase, data plan, monthly service plan, insurance, and replacement due to normal wear and tear. Employee shall follow the inventory control procedures for portable devices such as laptops and cell phones consistent with control procedures for other City employees. Employee may opt to receive a cellular telephone/smartphone stipend of one hundred dollars ($100) per month in lieu of device and service plan provided by City.

6.10 Additional compensation. The City Council may authorize and grant to Employee additional compensation and/or benefits in the future as may be deemed appropriate. Such additional compensation or benefits shall be made a part of this Agreement by written Amendment pursuant to Section 9.2 to be applied prospectively, unless City Council acts to provide otherwise.

7. Indemnification. To the extent mandated by the California Government Code, the City shall defend, hold harmless, and indemnify Employee against any tort, professional liability, claim or demand, or other legal action arising out of an alleged act or omission occurring in the performance of Employee's services under this Agreement. This section shall not apply to any intentional tort or crime committed by Employee, to any action outside the course and scope of Employee's employment, or any other intentional or malicious conduct or gross negligence of Employee.

8. Other Terms - Conditions of Employment. The City Council, in consultation with Employee, shall establish any such other terms and conditions of employment as it may determine from time to time, provided such terms and conditions do not exceed the maximum salary and benefits approved by the City Council and are reduced to writing and signed by Employee and the Mayor of the City.

9. General Provisions

9.1 Entire Agreement. This Agreement represents the entire Agreement and understanding between the Parties and supersedes any and all other agreements and understandings, either oral or in writing, between the Parties with respect to Employee's

employment by the City and contains all of the covenants and agreements between the Parties with respect to such employment. No ordinances or resolutions of the City governing employment, including the Personnel System, shall apply unless specified herein. Each Party to this Agreement acknowledges that no representations, inducements, promises or agreements, orally or otherwise, have been made by either Party, or anyone acting on behalf of either Party, which are not embodied herein, and that no other agreement, statement or promises not contained in this Agreement shall be valid or binding upon either Party.

9.2 Amendment. This Agreement may be amended at any time by the mutual consent of the Parties by an instrument in writing, which amendment shall require City Council approval.

9.3 Notice. 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, Suite 200
PO Box 3005 (mailing)
Redlands, CA 92373

EMPLOYEE:
Charles M. Duggan Jr.
Address on file with City

9.4 Conflicts Prohibited. During the term of this Agreement, Employee shall not engage in any business or transaction or maintain a financial interest which conflicts, or reasonably might be expected to conflict, with the proper discharge of Employee's duties under this Agreement. Employee shall comply with all requirements of law, including but not limited to, Sections 87100 et seq., Section 1090 and Section 1126 of the Government Code, and all other similar statutory and administrative rules.

9.5 Effect of Waiver. The failure of either Party to insist on strict compliance with any of the terms, covenants, or conditions of this Agreement by the other Party shall not be deemed a waiver of that term, covenant, or condition, nor shall any waiver or relinquishment of any right or power at any one time or times be deemed a waiver or relinquishment of that right or power for all or any other times.

9.6 Partial Invalidity. If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

9.7 Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of California, which are in full force and effect as of the Effective Date

of this Agreement.

9.8 Government Code Sections 53243 - 53243.4. Government Code sections 53243 - 53243.4 sought to provide greater transparency in local government and institute certain limitations on compensation paid to local government executives. Those statutes require that contracts between local agencies and certain employees include provisions requiring an employee who is convicted of a crime involving an abuse of his office or position to provide reimbursement to the local agency. Those statutes are incorporated herein by reference. Accordingly, the Parties agree that it is their mutual intent to fully comply with these Government Code sections and all other applicable law as it exists as of the date of execution of this Agreement and as such laws may be amended from time to time thereafter. Specifically, the following Government Code sections are called out and hereby incorporated by this Agreement:

> Section 53243. Reimbursement of paid leave salary required upon conviction of crime involving office or position.
>
> Section 53243.1. Reimbursement of legal criminal defense upon conviction of crime involving office or position.
>
> Section 53243.2. Reimbursement of cash settlement upon conviction of crime involving office or position.
> Section 53243.3. Reimbursement of non-contractual payments upon conviction or crime involving office or position.
>
> Section 53243.4. "Abuse of office or position" defined.

Employee represents Employee has reviewed, is familiar with, and agrees to comply fully with each of these provisions if any of these provisions are applicable to Employee, including that Employee agrees any cash settlement or severance related to a termination Employee may receive from the City shall be fully reimbursed to the City if Employee is convicted of a crime involving an abuse of Employee's office or position.

9.9 Independent Legal Advice. The City and Employee represent and warrant to each other that each has received legal advice from independent and separate legal counsel with respect to the legal effect of this Agreement, or had the opportunity to do so, and the City and Employee further represent and warrant that each has carefully reviewed this entire Agreement and that each and every term thereof is understood and that the terms of this Agreement are contractual and not a mere recital. This Agreement shall not be construed against the Party or its representatives who drafted it or who drafted any portion thereof.

9.10 Prohibition against Assignment. Neither this Agreement nor any right, privilege or obligation of Employee hereunder shall be assigned or transferred by him without the prior written consent of the City Council. Any attempt at assignment or transfer in violation of this subsection shall, in the sole discretion of and at the option of the City Council, be null and void and may be considered a material breach of this Agreement and "cause" for termination of this Agreement.

9.11 Severability. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions shall nevertheless continue in full force and effect without being impaired or invalidated in any way.

IN WITNESS WHEREOF, the City of Redlands has caused this Agreement to be signed and executed on its behalf by its Mayor, and duly attested by the City Clerk, and Employee has signed and executed this Agreement, all in triplicate.

CITY OF REDLANDS

By:_____
Paul T. Barich, Mayor

EMPLOYEE

By:_____
Charles M. Duggan, Jr.

ATTEST:

By:_____
Jeanne Donaldson, City Clerk

Exhibit “A”

Additional Benefits

- Medical Insurance – City pays the entire monthly premium for employees and their eligible dependents through PERS Health
- Dental Insurance – City pays the entire monthly premium for employees and their eligible dependents
- Vision Insurance - City pays the entire monthly premium for employees and their eligible dependents
- $150 per year to offset medical insurance co-payments and/or deductibles
- Life Insurance - $25,000
- Accidental Death & Dismemberment Insurance - $25,000
- Eligible for State Disability Insurance – All costs paid by employee
- Credit Union
- Employee Assistance Program
- Retiree Health

City Council/Successor Agency Meeting **L. 2.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Consideration of a Side Letter of Agreement between the City and the Redlands Professional Firefighters Association (Assistant City Manager McConnell)

MOTION(S):

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

I move to approve the Side Letter of Agreement between the City and the Redlands Professional Firefighters Association.

RECOMMENDATION:

Staff recommends City Council approve the proposed Side Letter of Agreement with the Redlands Professional Firefighters Association relating to compensation for paramedic certification and minimum staffing levels.

DISCUSSION:

On June 27, 2022, the Redlands Professional Firefighters Association (RPFA) submitted a request to the City to open their current Memorandum of Understanding (MOU) and negotiate 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.

The City and RPFA have negotiated and agreed to provide paramedic incentive to eligible Fire Engineers and Fire Captains as well as increase minimum staffing when the new tiller truck is in service. The parties have also agreed to re-open the contract to discuss minimum staffing prior to a new fire station becoming operational.

These changes are documented in the attached side letter of agreement. All other provisions of the MOU are unaffected by this agreement.

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
Danielle Garcia, Management Services/Finance Director
Brent Fuller, President, Redlands Professional Firefighters Association

PREPARED BY:
Tommi Ng, Assistant Director, Human Resources/Risk Management

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Fiscal Impact

Fiscal Year: FY 2022-23

Budgeted Y/N: No

Discussion:

The amendments to Article 23 of the RPFA MOU, entitled "Paramedic Pay," will cost the City an estimated $1,265,021 over the next three years: $386,541 in year 1; $439,240 in year 2; and $439,240 in year 3.

The fiscal impact of the amendment to Article 39 of the RPFA MOU, entitled "Minimum Staffing Levels," is uncertain and is dependent on whether this increased minimum staffing level can be met with or without added overtime costs, which is dictated mainly by the availability of staff to work each shift.

Attachments

RPFA Side Letter

CITY OF REDLANDS AND THE REDLANDS PROFESSIONAL

FIREFIGHTERS ASSOCIATION SIDE LETTER OF AGREEMENT (2022)

This Side Letter of Agreement amending the July 1, 2018 — June 30, 2023 Memorandum of Understanding between the Redlands Professional Firefighters Association (RPFA) and the City of Redlands ("City") is made and entered into this 4th day of October, 2022. RPFA and the City are sometimes individually referred to herein as a "Party" and, together, as the "Parties."

RECITALS

WHEREAS, on December 5, 2017, RPFA and the City agreed to a Memorandum of Understanding ("RPFA MOU") for the period of July 1, 2018 to June 30, 2023; and

WHEREAS, the Parties now wish to implement changes with respect to Articles 23 and 39 of the RPFA MOU; and

WHEREAS, representatives of the City and RPFA have met and conferred in good faith, and now wish to effect changes with respect to Articles 23 and 39 of the RPFA MOU;

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

AGREEMENT

Article 23 of the RPFA MOU, entitled "Paramedic Pay," is hereby amended to read as follows:

Effective the first full pay period following approval and adoption of this Side Letter Agreement, all members of Local 1354 (Captains, Engineers and Firefighters) who possess and maintain their paramedic certification shall receive a paramedic compensation allowance, which shall be equal to fifteen percent (15%) of Step 5 of the Firefighter Range.

Article 39 of the RPFA MOU, entitled "Minimum Staffing Levels," is hereby amended to read as follows:

Effective the first full pay period following the tiller truck going into service, the City shall maintain a minimum staffing level, utilizing members of Local 1354. Each engine company will be staffed by three (3) suppression personnel, each truck company will be staffed with four (4) suppression personnel and each paramedic squad will be staffed with two (2) suppression personnel. All engine companies shall have one (1) captain, one (1) engineer, and one (1) firefighter as part of their staffing. All truck companies shall have one (1) captain, two (2) engineers, and one (1) firefighter as part of their staffing. Any advanced life support (paramedic) unit shall have a minimum of two (2) paramedics. Any paramedic assessment unit (PAU) shall have a minimum of one (1) paramedic. The minimum daily staffing levels shall not drop below eighteen (18) personnel excluding the Battalion Chief.

If, during the term of this Side Letter Agreement or any successor MOU, the City is prepared to open a fifth fire station, the parties agree to reopen the Agreement to begin meet and confer discussions regarding Article 39, Minimum Staffing, within no less than three (3) months of the scheduled opening. This reopener shall be limited to negotiating an increase in minimum staffing to staff a fifth fire station (i.e., the City shall not make any proposals to decrease or eliminate minimum staffing). The parties understand that nothing herein requires the City to increase minimum staffing.

CITY OF REDLANDS

_____

Paul T. Barich, Mayor

Attest:

_____

Jeanne Donaldson, City Clerk

REDLANDS PROFESSIONAL FIREFIGHTERS ASSOCIATION

_____

Brent Fuller, President

City Council/Successor Agency Meeting **L. 3.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

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

MOTION(S):

If the City Council deems it appropriate, staff recommends the following motion:

Mayor requests the City Clerk to read the title of Ordinance No. 2944.

1. I move to waive further reading of Ordinance No. 2944 and introduce Ordinance No. 2944 and determine 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.

RECOMMENDATION:

Staff recommends approval of Ordinance No. 2944 to amend Title 13 (Public Services) Chapter 13.12 relating to water, sewer and solid waste charges and payments.

DISCUSSION:

Ordinance No. 2944 proposes to amend the Redlands Municipal Code Section 13.12.020 ("Due Date") to provide clarification and simplify the qualification for a customer to receive a late fee waiver once every twelve (12) months.

The current language for Municipal Code Section 13.12.020 B states:

"A customer who has an "A" rated payment record, upon request from such customer, may have the customer's late charge waived by city staff. Customers obtain an "A" rated payment record by paying all charges for water, wastewater, and refuse services, or any other city provided services on, or prior to, said due date since the establishment of service, or for a continuous period of at least twelve (12) months. "

Ordinance No. 2944 proposes to modify the language to allow a customer to request one late fee waiver once every twelve (12) months. Amending Chapter 13.12 will clarify the code and simplify processes for city staff to waive late fees for customers.

ALTERNATIVES:

The City Council may choose to reject, modify, or table the proposed Ordinance No. 2944.

STRATEGIC PLAN:

Not Applicable

SUBMITTED BY:
Danielle Garcia, Management Services/Finance Director

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

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

PREPARED BY:
Aimee Hoover, Revenue Supervisor

Fiscal Impact

Fiscal Year: FY 2022-23

Discussion:

The fiscal impact associated with approval of Ordinance No. 2944 is estimated to be immaterial to the overall budget of each of the City's utility operations.

Attachments

Ordinance No. 2944 Legislative
Ordinance No. 2944 Clean

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. ~~A customer who has an "A" rated payment record, upon request from such customer, may have the customer's late charge waived by city staff. Customers obtain an "A" rated payment record by paying all charges for water, wastewater, and refuse service, or any other city provided services on, or prior to, said due date since the establishment of service, or for a continuous period of at least twelve (12) months.~~ 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

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/Successor Agency Meeting **L. 4.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Consideration of 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 No. FCS10252021ER, approve an additional appropriation of $180,535.38 related thereto, and make a determination that the project 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 the City Council determine 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;

2. I move that the City Council approve an additional appropriation of $180,535.38;

3. I move that the City Council approve an award of 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.

RECOMMENDATION:

Staff recommends that the City Council determine that approval of the public works construction contract is categorically exempt from environmental review in accordance with Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act. In addition, staff recommends that the City Council approve an additional appropriation of $180,535.38, and further approve an award of 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 No. FCS10252021ER.

DISCUSSION:

This project was initiated last year on July 6, 2021, Agenda Item No.K.2, when the City Council approved the County of San Bernardino's FY 21/22 CDBG grant funding. One of the approved projects included in the grant funds was the renovation of the Joslyn Senior Center kitchen located at 21 Grant Street. The scope of the project consists of the construction of a commercial kitchen, renovation of existing restroom facilities, installation of a grease interceptor, minor site improvements, interior, and exterior ADA upgrades. SGH Architects prepared plans and specifications and city staff advertised the project on November 10, 2021. As a result, on December 20, 2021, the City Clerk's office received and opened three bids for the project. Staff reviewed the bids and identified R-Dependable Construction Inc. as the lowest responsive bidder with a total bid amount of $808,000.

However, on February 24, 2022, the City received a letter from the lowest responsive bidder requesting a 10% increase as a result of rising subcontractors' and material supplier's prices since the opening of the bid. In addition, on March 14, 2022, the City received a second letter from the lowest responsive bidder requesting an increased total bid amount of $945,000. The additional request exceeded the available funding and as such, on May 17, 2022, the City Council approved the rejection of all bids received on December 20, 2021.

Subsequently, staff revaluated the project's cost and available funding and on June 30, 2022, re-advertised the project. Additional funds were identified for use, which include the CDBG grant funds for the Senior Center ADA parking lot improvements and the Sylvan Park restroom renovation projects. The ADA parking improvements were completed under the scope of the repaving project and therefore CDBG funds were not utilized. The Sylvan Park restroom renovation project is currently undergoing design drawings and is tentatively scheduled for construction next year; however, funds available for this project will be supplemented by the Palmetto Grove Funds originally requested for use in this project and will be brought back to City Council for consideration at a later date.

There is currently $1,033,800 in funds available for this project, which includes $957,264.62 from the County Community Development Block Grant Program (REDL-20-1-30A/0184), and $180,535.38 in donated funds to fund the remaining portion of Joslyn Center Renovation. A total of $1,137,180 is needed to complete the project ($1,033,800 plus a 10% contingency of $103,380).

On June 30, 2022, City staff re-advertised the project and on August 10, 2022, the City Clerk's office received and opened (6) bids for the project. The bids were reviewed by staff to determine if they were responsive to bid requirements. Based on the attached bid analysis, Armstrong Cal Builders Inc. is the lowest responsive and responsible bidder. Therefore, it is recommended that the City Council award a public works construction contract to Armstrong Cal Builders Inc., for an amount not-to-exceed $1,033,800. If approved, it is anticipated the project will be completed within ninety (90) calendar days from issuance of a Notice to Proceed.

The following six (6) Project bids were received before the submittal deadline:

BID OPENING REPORT SUMMARY	
BIDDER	**BID AMOUNT**
Armstrong Cal Builders, Inc.	$1,033,800
AG Construction	** $1,225,000
BWW & Co., Inc.	$1,292,090
MLC Construction, Inc.	*$1,382,043
LM Rasmussen	$1,325,930
J.A. Urban, Inc.	$1,437,767

*An error was discovered in the bid proposal. The bid additive price was provided but not added to the total. The total bid amount was corrected and highlighted in the attached bid analysis to identify errors, but did not affect the ranking.
**The Bid additive price was not provided. Therefore, the bid proposal submitted was determined to be inadequate.

Furthermore, this 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 construction of a commercial kitchen, renovation of existing restroom facilities, installation of a grease interceptor, minor site improvements, selective demolition, interior, and exterior ADA upgrades at an existing city facility.

ALTERNATIVES:
The City Council may elect not to approve the award of the public works construction contract and direct staff accordingly. However, electing not to approve the contract may result in a loss of the CDBG funding as the project needs to be completed in a timely manner.

STRATEGIC PLAN:
The project supports Strategic Plan Priority D, Strategic Objective 3.

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:	N
Budgeted Y/N:	Y

Discussion:
There is currently $1,033,800 in funds available for this project, which includes $957,264.62 from the County Community Development Block Grant Program (REDL-20-1-30A/0184), and $180,535.38 in donated funds to fund the remaining portion of Joslyn Center Renovation.

A total of $1,137,180 is needed to complete the project ($1,033,800 plus a 10% contingency of $103,380).

PROJECT FUNDING	
Community Development Block Grant Funds	$957,264.62
Joslyn Center Donation Funds	$180,535.38
TOTAL	**$1,137,800.00**

Attachments

Additional Appropriation
Armstrong Cal Builders, Inc. Contract
Bid opening report
Bid Analysis

CITY OF REDLANDS
REQUEST FOR ADDITIONAL APPROPRIATION

DATE OF REQUEST: 10.04.22

FINANCE USE ONLY
TRANSACTION NO:
ACCOUNTING PERIOD:

An additional appropriation is hereby requested as follows:

Department: FCS

EXPENDITURE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
Rec and Senior Services	101309	8501		$ 180,535.38
				$ $ 180,535.38

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

JUSTIFICATION: $180,535.38 will be funded by Rec donation accounts.

Requested By: _____
Department Head

Recommended By Finance Director:

Yes _____ 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 4th 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 Armstrong Cal Builders, Inc., a California corporation. (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: Joslyn Senior Center Renovation , complete all items as required by the Contract Documents (as herein defined) and Specifications for City's Joslyn Senior Center Renovation , Project No. FCS10252021ER (the "Work").

2. **CONTRACT SUM:** City shall pay Contractor the sum of one million three hundred thirty-three thousand eight hundred dollars ($1,033,800.00) 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 ($500.00) 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 ($500.00) 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
Joslyn Senior Center Renovation Project
Project No. FCS10252021ER

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 Armstrong Cal Builders Inc. (hereinafter designated as "Principal") have entered into an agreement dated October 4th, 2022 ("Agreement") whereby Principal agrees to install and complete certain public improvements (the "Work"), which said Agreement is identified as Joslyn Senior Center Renovation Project No. FCS10252021ER 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 one million three hundred thirty-three thousand eight hundred dollars ($1,033,800.00) 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 Armstrong Cal Builders 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 4th, 2022, and identified as Joslyn Senior Center Renovation Project No. FCS10252021ER 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 three hundred thirty-three thousand eight hundred dollars ($1,033,800.00) 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)	(SEAL)
_____	_____
(Contractor)	(Surety)
	BY:
_____	_____
(Signature)	(Signature)
	Address:_____
(Seal and Notarial Acknowledgement of Surety)	_____
	Telephone: ( )_____

CITY OF REDLANDS
OFFICE OF THE CITY CLERK
BID OPENING REPORT

The following bids were opened on the **10th day of August 2022 at 3:00 p.m.** on behalf of the Facilities and Community Services Department for **Joslyn Senior Center Renovation Project – FCS10252021ER**. 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 (N/A)	Base Bid Amount	Total Bid Amount (Base + Additive)
1	Armstrong Cal Builders Inc., Signal Hill CA	Yes	Yes	N/A	$ 997,000.00	$1,033,800.00
2	AG Construction, Tarzana CA	Yes	Yes	N/A	$1,225,000.00	0
3	BWW & Co., Inc.	Yes	Yes	N/A	$1,194,090.00	$1,292,090.00
4	MLC Construction, Inc., Corona CA	Yes	Yes	N/A	$1,317,043.00	$1,317,043.00
5	LM Rasmussen Construction, Alpine CA	Yes	Yes	N/A	$1,229,930.00	$1,325,930.00
6	J.A. Urban Inc., Monrovia CA	Yes	Yes	N/A	$1,374,661.00	$1,437,767.00

Jeanne Donaldson, City Clerk
City of Redlands, California

Emailed: Councilmembers,
City Manager, City Treasurer, PIO, Press
Department Head: Chris Boatman
Staff: Jawad Naderi; Tricia Munoz

CITY OF REDLANDS
FACILITIES AND COMMUNITY SERVICES DEPARTMENT
BID ANALYSIS

PROJECT NO.FCS10252021ER — BID DATE: 10-Aug-2022
JOSLYN SENIOR CENTER RENOVATION PROJECT — EST. START DATE: 1-Oct-2022

Item No.	Bid Item	Quantity	Unit	Armstrong Cal Builders Inc.		BWW & Company Inc.		LM Rasmussen	
				Unit Price	Item Price	Unit Price	Item Price	Unit Price	Item Price
1	Installation per plans, Plan Check COR R#1 date 9/16/21	1	LS	$997,000.00	$997,000.00	$1,194,090.00	$1,194,090.00	$1,229,930.00	$1,229,930.00
	Last Minute Additions/Deductions				$0.00		$0.00		$0.00
	Total Base Bid				**$997,000.00**		**$1,194,090.00**		**$1,229,930.00**
Bid Additive									
1	Bid Additive Alternate Price	1	LS	$36,800.00	$36,800.00	$98,000.00	$98,000.00	$96,000.00	$96,000.00
	Last Minute Additions/Deductions				$0.00		$0.00		$0.00
	Total Bid Additive				**$36,800.00**		**$98,000.00**		**$96,000.00**
	Total Base Bid Plus Additive Bid				**$1,033,800.00**		**$1,292,090.00**		**$1,325,930.00**

ATTACHMENT "C"

CITY OF REDLANDS
FACILITIES AND COMMUNITY SERVICES DEPARTMENT
BID ANALYSIS

PROJECT NO.FCS10252021ER
JOSLYN SENIOR CENTER RENOVATION PROJECT

BID DATE: 10-Aug-2022
EST. START DATE: 1-Oct-2022

Item No.	Bid Item	Quantity	Unit	MLC Construction, Inc.		J.A. Urban Inc.		AG Construction	
				Unit Price	Item Price	Unit Price	Item Price	Unit Price	Item Price
1	Installation per plans, Plan Check COR R#1 date 9/16/21	1	LS	$1,317,043.00	$1,317,043.00	$1,347,661.00	$1,374,661.00	$1,225,000.00	$1,225,000.00
	Last Minute Additions/Deductions				$0.00		$0.00		$0.00
	Total Base Bid				**$1,317,043.00**		**$1,374,661.00**		**$1,225,000.00**
Bid Additive									
1	Bid Additive Alternate Price	1	LS	$65,000.00	$65,000.00	$63,106.00	$63,106.00	$0.00	$0.00
	Last Minute Additions/Deductions				$0.00		$0.00		$0.00
	Total Bid Additive				**$65,000.00**		**$63,106.00**		**$0.00**
	Total Base Bid Plus Additive Bid				**$1,382,043.00**		**$1,437,767.00**		**$1,225,000.00**

Bid additive price is provided but not added to the Total

Not Responsive - Price for the Bid additive is not provided

City Council/Successor Agency Meeting **L. 5.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Consideration of an Operations and Maintenance Agreement with the San Bernardino California Transportation Authority for the City's maintenance and security obligations at the Downtown Station for the Redlands Passenger Rail Project and determine that approval of the agreement is not subject to environmental review pursuant to Section 15162 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 an Operations and Maintenance Agreement with the 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

2. I move to approve an Operations and Maintenance Agreement with the San Bernardino California Transportation Authority for the City's maintenance and security obligations at the Downtown Station.

RECOMMENDATION:

Staff recommends that the City Council approve the Operations and Maintenance Agreement with the San Bernardino California Transportation Authority and determine that the approval of the agreement is exempt from environmental review pursuant to Section 15162 of the State's guidelines implementing the California Environmental Quality Act.

DISCUSSION:

The San Bernardino County Transportation Authority (SBCTA) is currently testing the Redlands Passenger Rail Project (RPRP) in anticipation of the inauguration of the Arrow Service in the fall of 2022. The RPRP is a nine-mile regional rail project that provides additional transportation choices by introducing a new rail service, known as the Arrow, which integrates with other transportation modes such as auto, bus, and bicycle. When complete, the Arrow will connect Redlands and San Bernardino and will offer residents, businesses, and visitors a new commuting option to travel to a variety of leisure, education, and healthcare destinations.

Upon completion of the RPRP, there will be three commuter rail stations within the City. The Esri station, which is located at Redlands Boulevard and New York Street; the Downtown Station, located on Orange Street; and the University Station, located near University Street and Park Avenue. Esri will provide security and maintenance for the station located on New York Street while the City agreed to maintain, under a Cooperative Agreement with San Bernardino Associated Governments, the Downtown Station and the University Station and parking lot.

The Downtown Station will consist of the Arrow Service Platform at the historic Redlands Depot and a Metrolink Platform between Eureka Street and the Historic Depot, as well as 200 parking spaces within an adjacent parking structure to be used for the station. The Operations and Maintenance Agreement addresses responsibilities for the maintenance and security of the commuter rail platforms and parking lot. In anticipation of the maintenance requirements for both the Downtown and University platforms, a new Ground Maintenance position was added to the Facilities and Community Services Department within the operating budget for Fiscal Year 2022-23. The City is responsible for the following maintenance of the Platform and Parking Lot areas:

- Landscape/Irrigation (Bi-Weekly)
- Trash pickup/cleanup (Daily)
- Platform washing (Weekly)
- Graffiti Removal / Vandalism Repairs (as needed)
- Plumbing/Electrical (Annually or as needed)
- Storm Drain System (including inlets) (as needed)

Also, the City is responsible for the provision of security for the Downtown Station. SBCTA and the City have agreed that initially a uniformed guard will be provided beginning 15 minutes prior to the arrival of the first train until 30 minutes after the last scheduled train departs. The estimated annual cost is $280,000 for the security of the Downtown Station.

The terms of the Operations and Maintenance Agreement include the following:

- SBCTA is responsible for reimbursing the City for costs associated with maintenance and security for the initial two-year period commencing with the inauguration of the Arrow service.

- The City is responsible for 100% of costs after the initial two-year period. The level of security will be re-assessed after 18 months; and

- A License Agreement for Right-of-Way.

SBCTA (Lead Agency under the California Environmental Quality Act) and the FTA, Region 9, (Lead Agency under the National Environmental Policy Act) prepared an Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for the Redlands Passenger Rail Project, which was adopted on March 4, 2015. SBCTA completed a review of the minor design revisions and concluded that no further environmental analysis is required. The Downtown Station Operations and Maintenance Agreement does not meet any of the conditions included in the California Environmental Quality Act Guidelines Section 15162, which would require a subsequent EIR.

ALTERNATIVES:

The City Council may elect not to approve the Operations and Maintenance Agreement and provide alternative direction to staff.

STRATEGIC PLAN:

Supports Priority A - Quality of Life

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:
Tricia Swope, Manager, Facilities & Community Services

Fiscal Impact

Fiscal Year: FY 2022-23

Discussion:

SBCTA shall be responsible for 100% of the costs associated with the maintenance and security of the Downtown commuter rail station and parking lot for the first two years, commencing with the inauguration of the Arrow service. The estimated cost for the provision of security for the Downtown Station is $280,000. The agreement for the provision of security with a qualified security company must also be approved by the City Council. Maintenance of the Downtown Station and University Station will be addressed by a full-time City employee. The fully burdened cost for the full-time employee is $67,000 annually. Both the cost of the maintenance employee and the cost of station security are included in the FY 2022-24 bi-annual budget as approved by City Council. The parties will meet no later than eighteen months after the start of revenue service to evaluate the minimum security requirements for the commuter rail station platform areas and parking lot.

Attachments

Agreement and Exhibits 21-1002655 with SBCTA for Downtown Station

AGREEMENT NO. 21-1002655

BY AND BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF REDLANDS

FOR

REDLANDS – DOWNTOWN STATION
OPERATIONS AND MAINTENANCE

THIS AGREEMENT ("AGREEMENT") is hereby made, entered into and effective on the date the last PARTY signs it, by and between the SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY ("SBCTA") and the CITY OF REDLANDS ("CITY"). SBCTA and CITY are sometimes individually referred to as "PARTY" and are collectively referred to as the "PARTIES."

WHEREAS, the CITY and SBCTA previously entered into a Cooperative Agreement, SBCTA Contract No. C97-026, dated October 1, 1996, with regard to the planning, design, construction, operation and maintenance of the Downtown Redlands Station, including a commitment to make available 200 parking spaces within a quarter mile of a future rail terminal; and

WHEREAS, SBCTA and CITY are parties to a Memorandum of Understanding, SBCTA Contract No. 15-1001047, dated February 12, 2015, as amended April 24, 2019 and July 16, 2018, defining the roles of SBCTA and CITY in design and construction of the Downtown Redlands Station and incorporating CITY-requested betterments into SBCTA's Redlands Passenger Rail Project ("PROJECT"); and

WHEREAS, the PROJECT will now construct both an Arrow Service Platform at the historic Redlands Depot and a Metrolink Platform between Eureka Street and the historic Depot, collectively to be known as Downtown Redlands Station; and

WHEREAS, the PARTIES desire to enter into this AGREEMENT to further define the roles and responsibilities of the PARTIES for the maintenance and security of the Downtown Redlands Station; and

WHEREAS, the CITY has acquired a Parking Easement for 200 parking spaces within a parking structure being constructed immediately north of and adjacent to the Downtown Redlands Station; and

WHEREAS, after this AGREEMENT has been in effect for 18 months, the PARTIES will meet and evaluate the performance and costs of the security services provided under this

AGREEMENT, and will mutually agree upon any revisions needed to the level of effort for security provided under this AGREEMENT; and

NOW, THEREFORE, the PARTIES hereby mutually agree as follows:

I.
DEFINITIONS

1.1. Definitions. As used in this AGREEMENT, the following terms, phrases, words and their derivations, shall have the meanings set forth herein. Words used in the present tense include the future tense, words used in the singular shall include the plural, and plural words shall include the singular. Words not specifically defined shall be given their common and ordinary meaning.

a. "Non-Operating Property" shall refer to such real property and facilities, excluding Operating Property, on which the Commuter Rail Station is situated, shown as Area "A" on Exhibit "A," Property. Non-Operating Property shall also include the Standard Platform.

b. "Operating Property" shall refer to the real property owned by SBCTA that is used for railroad operations, including but not limited to railroad trackage right-of-way, rails, ties and ballast, shown as Area "B" on Exhibit "A," Property.

c. "Standard Platform" shall refer to that certain type of rail passenger platform, the size, dimensions, and materials of which are set forth in more particular detail in Exhibit "B," Standard Platform.

d. "Station Site" shall refer to SBCTA's real property purchased from the Atchison, Topeka and Santa Fe Railway Company and/or other persons upon which the subject Station is built, as shown in Exhibit "A," Property.

e. "Commuter Rail Station" shall refer to the commuter rail passenger terminal and all Operating Property and Non-Operating Property associated therewith. The Commuter Rail Station is shown as Areas "A" and "B" on Exhibit "A," Property.

f. "SCRRA" shall refer to the Southern California Regional Rail Authority.

g. "Betterments" shall refer to facilities which are not required for the PROJECT nor required by CITY zoning or building regulations, but rather are enhancements to the PROJECT.

h. "Parking Lot" shall refer to the parking lot spaces located within the Parking Easement in the parking structure located immediately north of and adjacent to the Commuter Rail Station, which will serve the Commuter Rail Station. The Parking Lot is shown as Area "C" on Exhibit "A," Property. The Parking Easement is attached to this Agreement as Exhibit "C," Parking Easement.

i. "Arrow" shall refer to the commuter rail service operated by SCRRA.

II.
PURPOSE OF COOPERATIVE AGREEMENT

2.1. Maintenance and Security of the Commuter Rail Station. The purpose of this AGREEMENT shall be to provide for the maintenance and security of the Commuter Rail Station.

III.
OWNERSHIP OF PROPERTY

3.1. Commuter Rail Station Vesting of Title. The PARTIES agree that title to the Commuter Rail Station shall be held as follows:

a. SBCTA shall hold title to the Commuter Rail Station shown as Areas "A" and "B" on Exhibit "A".

b. CITY shall hold the easement rights set forth in the Parking Easement, Exhibit "C"

IV.
TERM OF AGREEMENT

4.1. Term. The term of this AGREEMENT is hereby effective on the date the last PARTY signs it, and shall continue thereafter until terminated as provided for in Article XV - Termination of Agreement.

V.
COMMUTER RAIL STATION

5.1. Maintenance of Commuter Rail Station. CITY shall oversee the maintenance of the Commuter Rail Station Non-Operating Property. The Commuter Rail Station platform maintenance areas are shown as Area "A," Commuter Rail Station Non-Operating Property, on Exhibit "A", Property.

a. CITY shall arrange for and provide the maintenance of the Commuter Rail Station platform areas as set forth in Exhibit "D," Maintenance Schedule.

b. CITY shall be **100%** responsible for all costs required to operate and maintain the Commuter Rail Station Non-Operating Property, including, but not limited to, the costs of liability insurance, maintenance of the Standard Platforms, signage, security, perimeter landscaping, utilities and lighting.

5.2. Commuter Rail Station Security. CITY shall arrange for and provide security to the Commuter Rail Station Non-Operating Property.

a. CITY shall be **100%** responsible for all costs to provide security to the Commuter Rail Station Non-Operating Property.

b. CITY shall arrange for the provision of security for the Commuter Rail Station Non-Operating Property to ensure customer and vehicle safety during commuter periods. Security shall be provided by uniformed guards from 15 minutes before the first train is scheduled to arrive until 30 minutes after the last scheduled train departs.

c. The "Level of Security" to establish minimum security requirements shall be jointly developed by the PARTIES. CITY station security responsibilities shall not extend to security inside the trains. SBCTA is supportive of CITY, or its security contractor, being allowed to enter the trains to follow a person of interest relevant to the provision of security at the station. The PARTIES agree to meet and confer no later than eighteen (18) months after the start of revenue service to jointly re-examine the minimum-security requirements for the Commuter Rail Station Non-Operating Property.

5.3. License. For the term of this AGREEMENT, CITY has license to enter upon the Commuter Rail Station Site expressly for the purpose of carrying out CITY's duties and obligations hereunder, and to operate and maintain the Non-Operating facilities located upon SBCTA's right-of-way, including but not limited to, the Standard Platforms.

5.4. First Two Years' Costs. Notwithstanding the CITY's responsibility for costs in Section 5.1 and 5.2 above, SBCTA shall be responsible for 100% of the CITY's Net Costs described therein for the first two years, commencing with the inauguration of the Arrow Service. "Net Costs" as used herein shall mean the CITY's actual cost for performance under Sections 5.1, 5.2, 7.3 and 7.4, less any revenue generated from Parking Fees, should the CITY impose them, as described in Section 7.2.

VI.
COMMUTER RAIL STATION BETTERMENTS

6.1. Maintenance of the Commuter Rail Station Betterments. At the time of execution of this AGREEMENT, no Betterments are contemplated or obligated for the Commuter Rail Station. Plans for any Betterments requested shall be submitted to SBCTA for approval, which approval shall not be unreasonably withheld or delayed; CITY shall construct such Betterments at its sole cost, and shall provide, at its sole cost, security and maintenance of said Betterments.

VII.
PARKING LOT

7.1. Reservation of Parking. CITY shall perform appropriate planning, zoning, and permit activities to ensure that 200 parking spaces at the Parking Lot is reserved exclusively for patrons or visitors of the Downtown Redlands Station during operating hours.

7.2. Parking Fees. The CITY may, subject to approval by SBCTA, which approval shall not be unreasonably withheld or delayed, initially set and charge parking fees to provide funding for: **1)** maintenance of the Commuter Rail Station platform areas and Parking Lot; and **2)** security for commuter rail patrons during operating hours. All such fees collected by the CITY shall be applied toward the CITY's costs for the security and maintenance of the Redlands – Downtown Station. Any remaining balance shall be reserved and applied towards the Parties' collective costs for major maintenance and rehabilitation projects of the Commuter Rail Station platform areas and improvements associated with CITY implemented collection of parking fees, if any. Notwithstanding the provisions of Section 12.2 and Section 16.2, upon termination of this Agreement, the

CITY shall retain any fund balance of parking fees collected pursuant to this Section.

7.3. Maintenance of the Parking Lot. CITY shall manage and oversee the maintenance of the Parking Lot. The Parking Lot maintenance area is shown as Area "C" on Exhibit "A", Property.

a. CITY shall arrange for the maintenance of the Parking Lot as set forth in Exhibit "D," Maintenance Schedule.

b. CITY shall be **100%** responsible for all costs to maintain the Parking Lot pursuant to the terms of the Parking Easement.

7.4. Security of the Parking Lot. CITY shall manage and oversee the security of the Parking Lot. The Parking Lot security area is shown as Area "C" on Exhibit "A", Property.

a. CITY shall be **100%** responsible for all costs to provide security to the Parking Lot.

b. CITY shall arrange for the provision of security for the Parking Lot to ensure customer and vehicle safety during commuter periods. Security shall be provided from 15 minutes before the first scheduled train until 30 minutes after the last scheduled train.

c. The "Level of Security" to establish minimum security requirements shall be jointly developed by the Parties to this Agreement and shall be consistent with the "Level of Security" provided by CITY for the Downtown Redlands Station. The Parties agree to meet and confer no later than eighteen (18) months after the start of revenue service to jointly re-examine the minimum security requirements.

7.5. First Two Years Costs. Notwithstanding the CITY's responsibility for costs in Section 7.3 and 7.4 above, SBCTA shall be responsible for 100% of the CITY's Net Costs described therein for the first two years, commencing with the inauguration of the Arrow Service. "Net Costs" as used herein is defined in Section 5.4.

VIII.
INSURANCE

8.1. SBCTA shall obtain real property insurance for the Standard Platforms which shall include the canopies thereon, the cost of which shall be shared equally between SBCTA and CITY. For example, if the insurance premium attributed to insuring the Standard Platforms at the Commuter Rail Station was determined to be $1,000 one year, then CITY shall reimburse SBCTA $500 for that year's cost of real property insurance for the Standard Platforms.

8.2. CITY shall be responsible for securing and maintaining property insurance or self-insurance which covers Non-Operating Property which is not otherwise insured by SBCTA pursuant to Section 8.1 with coverage types and limits consistent with CITY insurance of similar assets. CITY shall be responsible for 100% of the cost of insurance required under this Section 8.2. City shall add SBCTA as an Additional Insured on all property insurance covering said property.

IX.
FISCAL YEAR

9.1. Fiscal Year. The fiscal year of this AGREEMENT shall begin on the first day of July each year.

X.
INVOICES AND ACCOUNTING

10.1. Accounting. Each PARTY shall make the relevant portions of its accounting books and records available to the other PARTY at any time during the term of this AGREEMENT upon reasonable prior written notice.

XI.
DISTRIBUTION OF PROPERTY

11.1. Distribution of Property. Upon termination of this AGREEMENT, vesting of title shall remain in SBCTA's name. Any surplus parking fee revenue funds collected as described in Section 7.2 shall be retained by CITY.

11.2. Distribution to Parties. Except as provided in Section 11.1. Distribution of Property, all proceeds that may accrue to the PARTIES under this AGREEMENT shall be distributed to the PARTIES in equal shares.

XII.
NOTICES

12.1. Notices to PARTIES. All notices, consents, directions, approvals, instructions, requests, and other communications regarding this AGREEMENT shall be in writing, shall be addressed to the persons and addresses set forth below, and shall be (i) deposited in the United States Postal Service mail, first class, certified with return receipt requested and with appropriate postage, or (ii) hand delivered. From time to time each of the PARTIES may designate a new address for purposes of the Article by providing notice to the other signatory as provided in this Section 12.1.

To CITY:
City Clerk
City of Redlands
35 Cajon Street, Suite 4
Redlands, CA 92373

With a Copy to:
City Attorney
City of Redlands
35 Cajon Street, Suite 200
Redlands, CA 92373

To SBCTA: Director of Transit & Rail Programs
San Bernardino County Transportation Authority
1170 W. Third Street, 2nd Floor
San Bernardino, CA 92410

With a Copy to: General Counsel
San Bernardino County Transportation Authority
1170 W. Third Street, 2nd Floor
San Bernardino, CA 92410

All notices shall be deemed to have been given: if sent by US certified mail, return receipt requested, three (3) business days following deposit with the United States Postal Service; if by overnight delivery service, courier, or other personal delivery, upon receipt. Notice to a PARTY shall not be effective unless and until each required copy of such notice is given to said PARTY as provided above in this Section 12.1. In the event of inability to deliver a notice because of a changed address of which no notice was given, or any rejection or other refusal to accept any notice, receipt shall be deemed made as of the date which the United State Postal Service endorses the notice as undeliverable and consequently returns the notice to the sender. Any notice to be given by any PARTY may be given by legal counsel for such PARTY.

XIII.
MISCELLANEOUS

13.1. Consents and Agreements. Any and all consents and agreements provided for or permitted by this AGREEMENT shall be in writing, and a signed copy thereof shall be filed and maintained by each PARTY in its official records together with this AGREEMENT. Whenever consent or approval of any PARTY is required, that PARTY shall not unreasonably withhold or delay such consent or approval.

13.2. Sole and Only Agreement. This AGREEMENT contains the sole and only agreement of the PARTIES as to the subject of this AGREEMENT and correctly sets forth the rights, duties, and obligations of each PARTY to the other as of this date. Any prior agreements, policies, negotiations, and/or representations are expressly set forth in this AGREEMENT.

13.3. Amendments. This AGREEMENT may be amended or modified only by an instrument in writing, signed by the PARTIES.

13.4. Severability. If any one or more provisions contained in this AGREEMENT shall be held invalid or illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision, and this AGREEMENT shall be construed as if such invalid, illegal, or unenforceable provisions had never been contained herein.

13.5. Headings and Subtitles. Headings and subtitles of this instrument have been used for

convenience only and do not constitute matter to be considered in interpreting this AGREEMENT.

13.6. Indemnity. Each PARTY hereto covenants and agrees to release, indemnify, defend, and hold harmless the other PARTY hereto, its affiliates and their respective members, commissioners, officers, directors, employees, agents, consultants, contractors, permittees, licensees, successors and assigns, to the maximum extent permitted by law, from and against all liability, loss, claims, suits, damages (including consequential damages), costs, judgments and expenses (including, without limitation, any fines, penalties, judgments, litigation expenses, and experts' and attorneys' fees), that arise, directly or indirectly, from, asserted against or incurred by reason of, resulting in any manner from, or relating in any manner to: **(a)** the acts or omissions of the indemnifying PARTY, its employees, contractors or agents relating to this AGREEMENT and the performance of the duties set forth herein; **(b)** any claims by third parties arising from or relating to or in connection with the breach or alleged breach of any of the provisions hereof by the indemnifying PARTY; **(c)** acts or omissions of any firm employed by the indemnifying PARTY to perform any portion of the duties or obligations contained herein; **(d)** completed operations liability or other personal injury claims which may be asserted arising from respective passenger rail services; except in each case to the extent caused or contributed to by the gross negligence or the intentional or willful misconduct of the indemnified PARTY. Each PARTY shall obtain and maintain during the time this AGREEMENT is in effect adequate insurance or self-insurance to cover its liability, defense and indemnification obligations, including but not limited to Commercial General Liability, Automobile Liability, Worker's Compensation and Property Insurance, in order to protect itself and the other parties. Each PARTY shall list each other PARTY as additionally insured on their respective Commercial General Liability insurance policies.

13.7. Law of the Jurisdiction and Venue. In the event of any litigation arising out of the terms of this AGREEMENT, the law of the State of California shall apply, and the venue of any such action shall be the Superior Court of the State of California for the County of San Bernardino, San Bernardino District.

13.8. Dispute Resolution. In the event any dispute arises between the PARTIES under or in connection with this AGREEMENT, the dispute shall be resolved by the Executive Director of SBCTA and the Mayor of the CITY, or their duly authorized representatives, within thirty (30) calendar days after receipt of written notice of said dispute. Said notice shall include a detailed statement of the grounds of the dispute and reasons why the dispute should be resolved in the disputing PARTY's favor. If the PARTIES fail to resolve the dispute in a manner acceptable to the disputing PARTY, then such dispute may be decided by the court as set forth in Section 13.7, however, nothing in this AGREEMENT shall prevent the PARTIES from engaging in any mutually agreed alternative dispute resolution, including, but not limited to, mediation. Pending resolution of the dispute, PARTIES shall proceed with the performance of this AGREEMENT to the extent practicable.

13.9. SCRRA Permitting. This AGREEMENT is not in lieu of SCRRA's Permitting and Right-of-Entry process. The PARTIES and their respective consultants and contractors are required at all times to follow all SCRRA Temporary Right-of-Entry Agreement

("Form 6") and Rules and Requirements for Construction on Railway Property ("Form 37") requirements for any persons, work or equipment upon the railroad right-of-way and other applicable guidelines and directives. Applicants must submit SCRRA's Form 6 prior to entering or beginning work on railroad right-of-way before SCRRA support services will be scheduled or provided including: Employee-In-Charge (EIC), Flagging, SCRRA cable and signal marking, and SCRRA Safety. SCRRA Form 6 and Form 37 may be found upon the Metrolink website.

XIV.
DEFAULT AND REMEDIES

14.1. Event of Default. For the purposes of this AGREEMENT, the use of the terms "defaulting PARTY" or "non-defaulting PARTY" are in each case limited to and specific to each Event of Default or Default, independent of any other Event of Default or Default which has or may have occurred. Each of the following shall constitute an "Event of Default":

a. A failure by any PARTY to make, or cause to be made, any payment due and payable by said PARTY to the other PARTY on or before the date that any such payment or deposit is due following the expiration of any applicable grace period set forth in the applicable document.

b. Failure by any PARTY to perform or observe any of its obligations set forth in this AGREEMENT.

14.2. Opportunity to Cure. Except as provided below, no Event of Default under Section 14.1-Event of Default shall constitute a "Default" until all of the following has occurred and the Event of Default remains uncorrected:

a. The non-defaulting PARTY has given written notice to the defaulting PARTY of such Event of Default, specifying the particular facts and circumstances that constitute an Event of Default. However, failure to provide notice of Event of Default in accordance with Section 12.1-Notices to PARTIES shall not be deemed to waive any PARTY's rights under this AGREEMENT or applicable law, and may be cured by subsequently providing notice in the required manner;

b. The defaulting PARTY has had thirty (30) calendar days after receipt of such written notice to correct the Event of Default. If the defaulting PARTY cannot correct the Event of Default within thirty (30) calendar days, and the non-defaulting PARTY, in its reasonable judgment, consents, the defaulting PARTY may initiate and diligently pursue necessary corrective measures approved by the non-defaulting PARTY. However, any Event of Default must be remedied within one hundred eighty (180) calendar days after its initial occurrence. Should the defaulting PARTY fail to cure the Event of Default within thirty (30) calendar days after receipt of a written notice to correct the Event of Default, or fail to initiate and diligently pursue the approved corrective action within thirty (30) calendar days after receipt of a written notice to correct the Event of Default if the non-defaulting PARTY has reasonably consented to a longer period to cure, or otherwise fails to cure the Event of Default within such time period as the non-defaulting PARTY has reasonably consented to allow, then the Event of Default shall constitute a Default.

14.3. Remedies. Whenever any Event of Default becomes a Default pursuant to Section 14.2. Opportunity to Cure, the non-defaulting PARTY may initiate any corrective action it deems appropriate and may charge the reasonable costs for said corrective actions back to the defaulting PARTY which must be paid in full by the defaulting PARTY no later than thirty (30) calendar days from receipt of the related invoices; additionally, the non-defaulting PARTY may take whatever action at law of equity that may appear necessary or desirable to make the non-defaulting PARTY whole or compel the defaulting PARTY to perform as required by this AGREEMENT.

14.4. No Remedy Exclusive. No remedy herein conferred upon or reserved to any PARTY is intended to be exclusive of any other available remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy available under this AGREEMENT, at law or in equity. No delay or omission to exercise any right or power accruing upon any Default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right or power may be exercised from time-to-time and as often as may be deemed expedient.

14.5. Attorneys' Fees. In addition to any other remedies provided hereunder or available pursuant to law, if any PARTY brings an action or proceeding to enforce, protect or establish any right or remedy hereunder, the prevailing PARTY shall be entitled to recover from the other PARTY or PARTIES, as applicable, its costs of suit and reasonable attorneys' fees. The costs, salary and expenses of the CITY Attorney and SBCTA's General Counsel and members of their offices in enforcing the AGREEMENT shall be considered as "attorneys' fees" for the purposes of this Section.

XV.
TERMINATION OF AGREEMENT

15.1. Acts Constituting Termination. This AGREEMENT shall commence on the date of its execution and shall continue until:

a. Mutual agreement of the PARTIES hereto to terminate this AGREEMENT;

b. Passenger rail service to the Commuter Rail Station is permanently discontinued.

c. Non-defaulting PARTY provides notice of termination to the defaulting PARTY for the defaulting PARTY's Default which has not been cured in accordance with Section 14.2. Opportunity to Cure.

15.2. Distribution on Termination. Upon termination of this AGREEMENT pursuant to Section 15.1, all affairs undertaken or conducted pursuant to this AGREEMENT shall be wound up, the assets liquidated, the debts paid and the proceeds divided among the PARTIES to this AGREEMENT as provided in Article XI. Distribution of Property. Upon termination of this AGREEMENT pursuant to Section 15.1, all duties, obligations and responsibilities of the PARTIES, or any successors to their interests in this AGREEMENT, shall terminate, except the indemnification obligations of Section 13.6.

XVI.
ACCEPTANCE

16.1. Acceptance of Agreement. The PARTIES have approved this AGREEMENT by official actions of their respective governing bodies and accept and agree to the terms set forth as of the date set forth above.

----------SIGNATURES ON FOLLOWING PAGE----------

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

By: _____
Art Bishop
Board President

Date: _____

APPROVED AS TO FORM

By: _____
Julianna K. Tillquist
General Counsel

Date: _____

CITY OF REDLANDS

By: _____
Paul Barich
Mayor, City of Redlands

Date: _____

ATTEST:

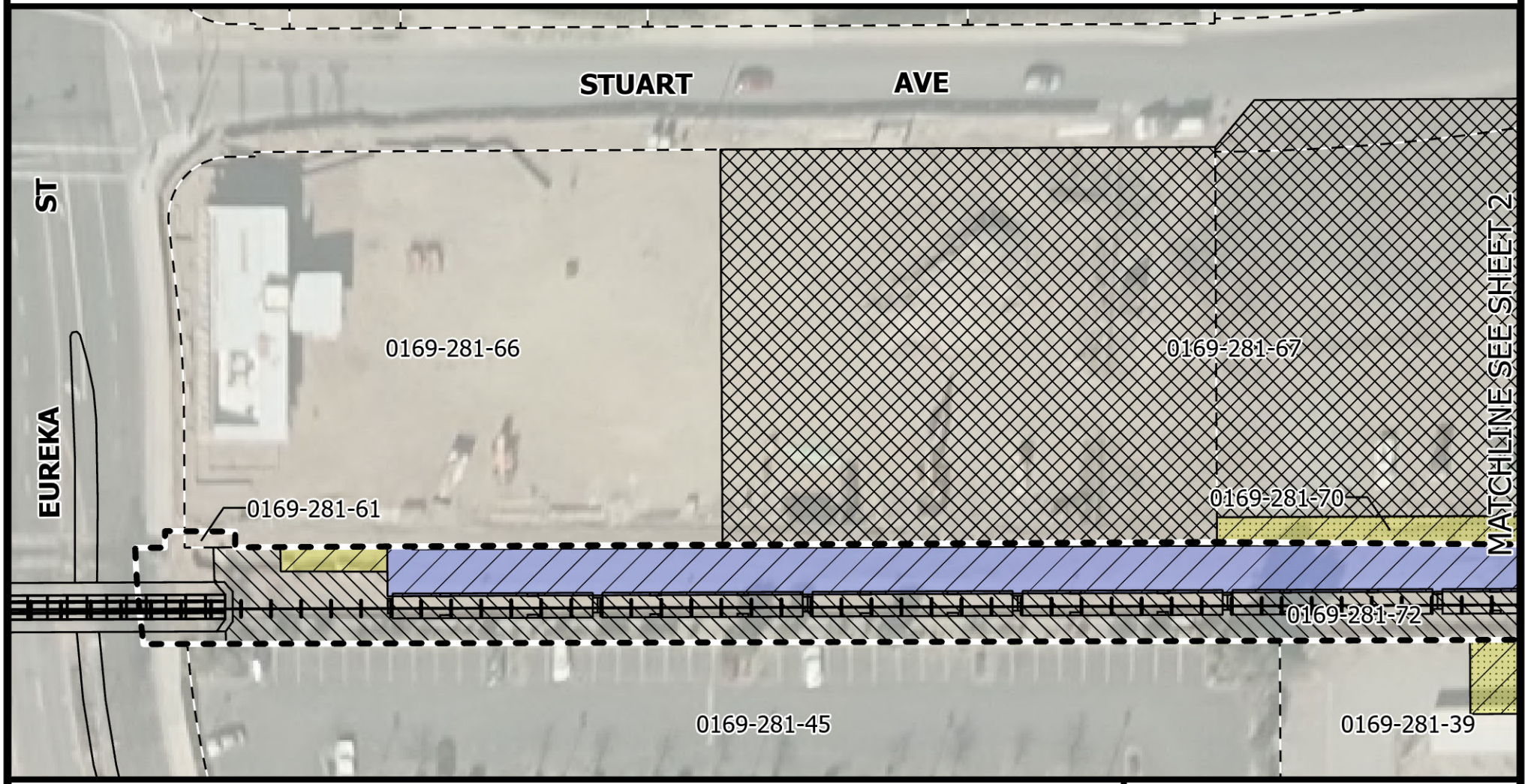
By: _____
Jeanne Donaldson
City Clerk

Date: _____

Exhibit "A"

Property

EXHIBIT A - Downtown Redlands Station Site - 21-1002655



LEGEND

- SBCTA Right of Way
- Track Centerline
- Parcel Data
- Area "A"-Commuter Rail Station-Non-Operating Property
- Area "B"-Commuter Rail Station-Operating Property
- Area "C"-Parking Lot
- Access Easement
- Station Platform
- Pedestrian Walkway

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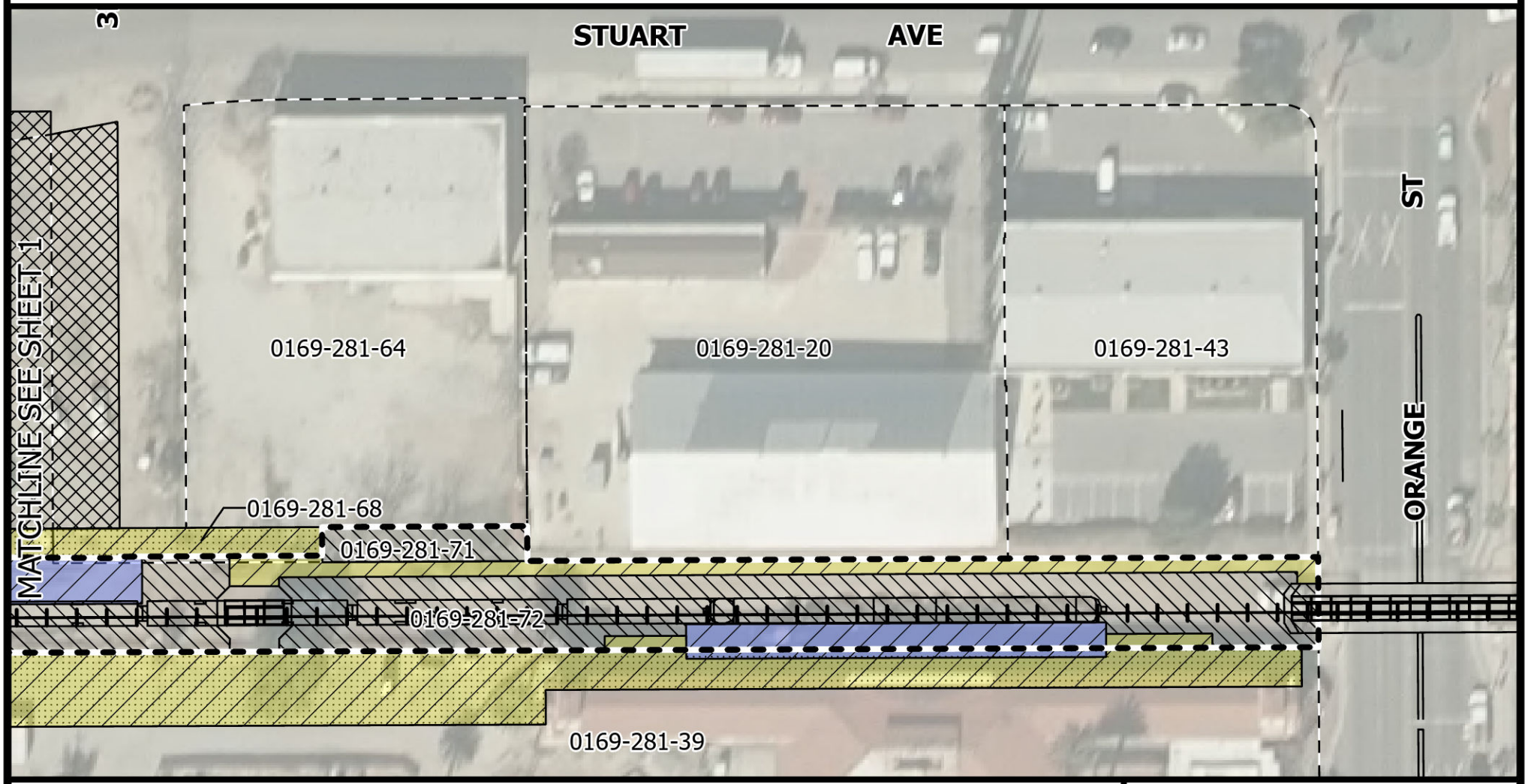
Sheet 1 of 2

N

0 20 40 80 Feet

sbcta
San Bernardino County Transportation Authority

EXHIBIT A - Downtown Redlands Station Site - 21-1002655



LEGEND

- SBCTA Right of Way
- Track Centerline
- Parcel Data
- Area "A"-Commuter Rail Station-Non-Operating Property
- Area "B"-Commuter Rail Station-Operating Property
- Area "C"-Parking Lot
- Access Easement
- Station Platform
- Pedestrian Walkway

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Sheet 2 of 2

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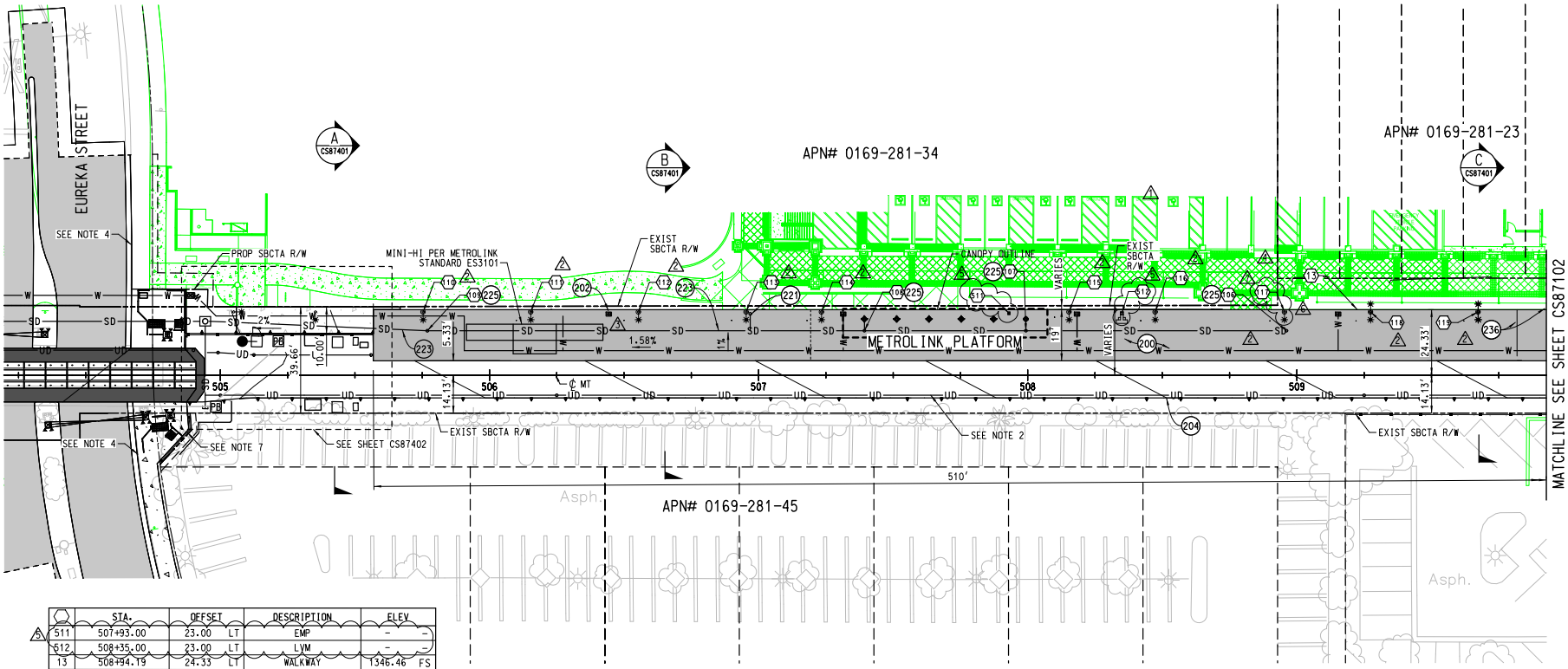
sbcta

San Bernardino County Transportation Authority

Exhibit "B"

Standard Platform



	STA.	OFFSET		DESCRIPTION	ELEV	
5	511 507+93.00	23.00	LT	EMP	–	–
5	512 508+35.00	23.00	LT	LVM	–	–
	13 508+94.19	24.33	LT	WALKWAY	1346.46	FS
	~~14 508+94.19~~	~~34.33~~	~~LT~~	~~WALKWAY/PLATFORM~~	~~1346.36~~	~~FS~~
	~~105 508+96.11~~	~~32.33~~	~~LT~~	~~STORMDRAIN~~ 4	~~1342.30~~	~~INV~~
	106 508+96.11	16.50	LT	CLEANOUT	1339.70	INV
	107 507+99.32	16.50	LT	CLEANOUT	1338.70	INV
	108 507+39.32	16.50	LT	CLEANOUT	1338.00	INV
	109 505+76.90	16.50	LT	STORMDRAIN	1336.30	INV
	110 505+75.37	23.50	LT	LUMINAIRE		
	111 506+15.37	23.50	LT	LUMINAIRE		
	112 506+55.36	23.50	LT	LUMINAIRE		
	113 506+95.38	23.50	LT	LUMINAIRE		
	114 507+23.37	23.50	LT	LUMINAIRE		
	115 508+15.38	23.50	LT	LUMINAIRE		
	116 4 508+47.38	23.50	LT	LUMINAIRE		
	117 508+95.38	23.50	LT	LUMINAIRE		
	118 509+27.38	23.50	LT	LUMINAIRE		
	119 509+67.38	23.50	LT	LUMINAIRE		

2

CONSTRUCTION NOTES:

200 PLATFORM – SEE STRUCTURAL PLANS

201 CONST. 7" PCC WALKWAY PER SPPWC STD PLAN 112-2, 113-2, AND DETAIL A ON CR00006

202 HANDRAILS – SEE ARCHITECTURAL PLANS

204 RETAINING WALL – SEE STRUCTURAL PLANS

218 INSTALL BROOKS PRODUCTS 1212 T18 CATCH BASIN W/ HEEL PROOF STEEL GRATE OR APPROVED EQUAL

221 CONST. 4" PLASTIC PIPE

223 CONST. 8" PLASTIC STORM DRAIN

225 CONST. CLEANOUT SEE DETAIL 1 SHEET CS00101

236 CONST. MODIFIED CURB, SEE DETAIL 4 SHEET CS00101

GENERAL NOTES:

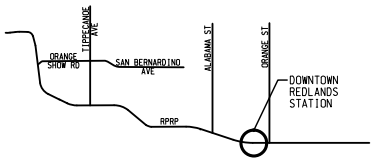
1. PLATFORM A INTENDED FOR USE BY METROLINK
2. FOR OFFSITE & TRACK STORM DRAIN IMPROVEMENTS SEE TRACK GRADING AND DRAINAGE PLANS
3. FOR SIGNAL IMPROVEMENTS SEE SIGNALS PLANS
4. FOR ROADWAYS SEE CIVIL PLANS
5. FOR ELECTRICAL IMPROVEMENTS SEE ELECTRICAL PLANS
6. FOR WATER SERVICE IMPROVEMENTS SEE STATION WATER SERVICE PLANS
7. FOR FENCING IMPROVEMENTS SEE FENCING PLANS
8. FOR CONTROL JOINT AND EXPANSION JOINT SPACING SEE STRUCTURAL PLANS

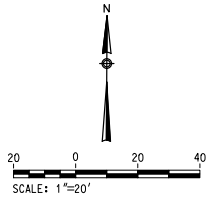
LEGEND

PLATFORM

CONCRETE WALKWAY

SHEET OUTLINE





REV.	DATE		BY	APP.
1	10-02-20	DCN 21 – METROLINK PLATFORM PARKING GARAGE	TJ	AS
6	07-24-20	DCN 20 – PARKING STRUCTURE ESRI COORDINATION	TJ	AS
5	06-02-20	DCN 17 – ARROW OPERATOR CHANGE	TJ	AS
4	03-06-20	DCN 09 CHANGES REQUESTED BY ESRI	TJ	AS
3	01-15-20	RFI 0324, RFI 0371	TJ	AS
2	09-06-19	RFI 0186	TJ	AS
1	08-02-19	DCN 01 – DRAINAGE INFO	TJ	AS
0	02-06-19	CONFORMED	TJ	SG

$DATE$ $FENTBL$ $PLTDRVL$

DESIGNED BY L. HERNANDEZ
DRAWN BY J.K. ANDRES
CHECKED BY A. SHAH
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

REGISTERED PROFESSIONAL ENGINEER
THOMAS B. JACQUES
No. C63769
Exp. 9-30-2020
CIVIL
STATE OF CALIFORNIA

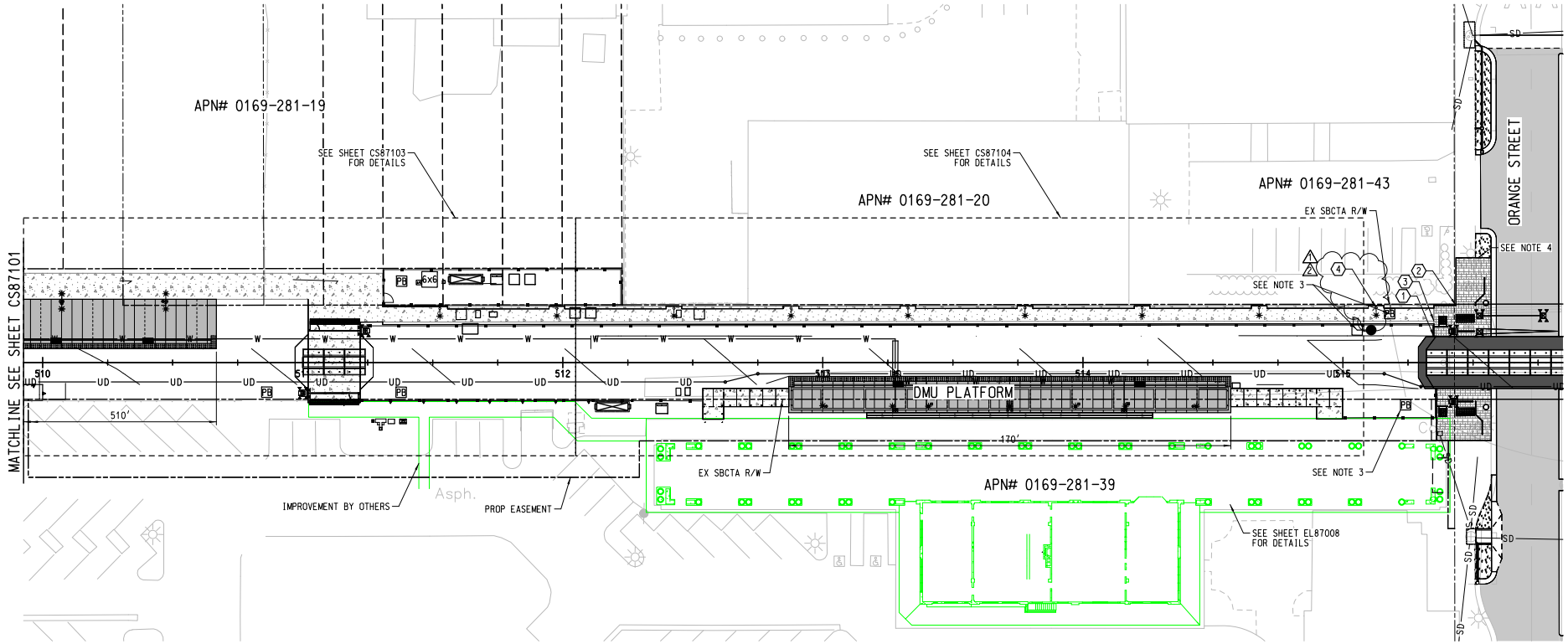
REDLANDS PASSENGER RAIL PROJECT

DOWNTOWN REDLANDS STATION
LAYOUT PLAN
SHEET 1 OF 2

CONTRACT NO. 17-1001705
DRAWING NO. CS87101
REVISION | SHEET NO.
SCALE 1"=20'

$USER$ $TIME$

21-1002655 - DT Redlands Station Agreement - Exhibit B



	STA.	OFFSET	DESCRIPTION	ELEV
1	515+34.98	10.00' LT	WALKWAY	1356.30 FS
2	515+43.46	21.95' LT	WALKWAY	1356.79 FS
3	515+34.97	15.94' LT	WALKWAY	1356.68 FS
4	515+12.75	21.09' LT	* LUMINAIRE	1356.27 FS

* FLUSH TO SIDEWALK

GENERAL NOTES:

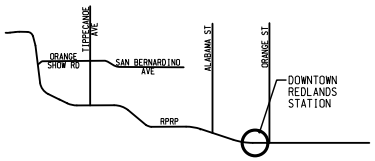
1. DMU PLATFORM INTENDED FOR USE BY THE ARROW
2. FOR OFFSITE & TRACK STORM DRAIN IMPROVEMENTS SEE TRACK GRADING AND DRAINAGE PLANS
3. FOR SIGNAL IMPROVEMENTS SEE SIGNALS PLANS
4. FOR ROADWAYS SEE CIVIL PLANS
5. FOR ELECTRICAL IMPROVEMENTS SEE ELECTRICAL PLANS
6. FOR COMMUNICATIONS UTILITIES, SEE COMMUNICATIONS PLANS
7. FOR WATERLINE IMPROVEMENTS SEE STATION WATERLINE PLANS
8. FOR CONTROL JOINT AND EXPANSION JOINT SPACING SEE STRUCTURAL PLANS

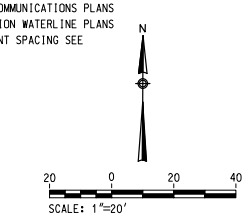
LEGEND

PLATFORM

CONCRETE WALKWAY

SHEET OUTLINE





REV.	DATE		BY	SUB.	APP.
2	7-1-20	RFI 0667	TJ		AS
1	09-06-19	RFI 0186	TJ		SG
0	02-06-19	CONFORMED	TJ		SG

DESIGNED BY L. HERNANDEZ
DRAWN BY J.K. ANDRES
CHECKED BY A. SHAH
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

REGISTERED PROFESSIONAL ENGINEER
THOMAS B. JACQUES
No. C63769
Exp. 9-30-2020
CIVIL
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

DOWNTOWN REDLANDS
LAYOUT PLAN
SHEET 2 OF 2

CONTRACT NO. 17-1001705
DRAWING NO. CS87102
REVISION
SHEET NO.
SCALE 1"=20'

6/30/2020 3:32:15 PM TJACQUES
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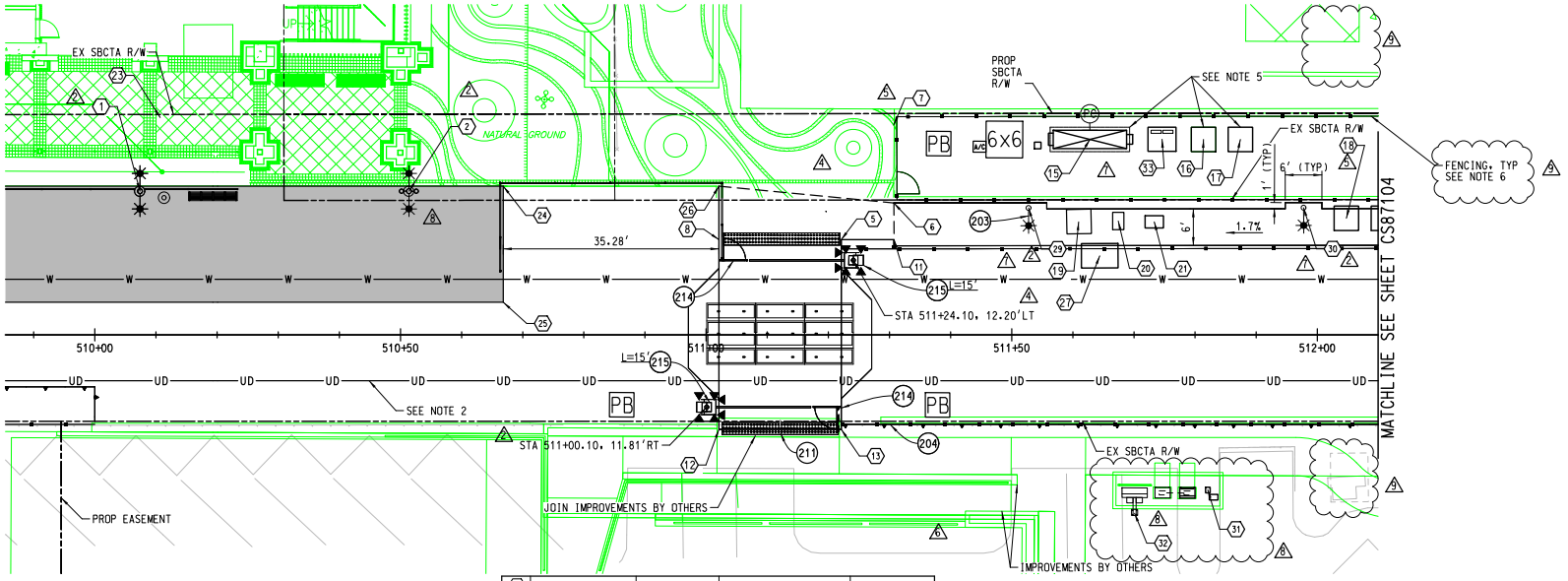
21-1002655 - DT Redlands Station Agreement - Exhibit B



	STA.	OFFSET		DESCRIPTION	ELEV	
1	510+07.38	23.50	LT	LUMINAIRE		
2	510+47.38	23.50	LT	LUMINAIRE		2
~~3~~	~~511+07.80~~	~~34.33~~	~~LT~~	~~LUMINAIRE~~		
~~4~~	~~511+02.10~~	~~34.31~~	~~LT~~	~~WALKWAY~~	~~1349.21 FS~~	4
5	511+22.10	15.56	LT	WALKWAY	1349.59 FS	
6	511+30.72	21.57	LT	WALKWAY	1349.80 FS	
7	511+30.72	34.31	LT	WALKWAY	1349.67 FS	4
8	511+02.10	15.56	LT	WALKWAY	1349.27 FS	4
~~9~~	~~510+66.82~~	~~34.31~~	~~LT~~	~~WALKWAY~~	~~1349.09 FS~~	
~~10~~	~~511+30.72~~	~~24.33~~	~~LT~~	~~WALKWAY~~	~~1349.83 FS~~	
11	511+19.83	15.57	LT	WALKWAY	1349.74 FS	
12	511+02.10	15.44	RT	WALKWAY	1349.27 FS	
13	511+22.10	15.44	RT	WALKWAY	1349.59 FS	4
15	511+62.78	31.97	LT	UTILITY	1350.29 FS	
16	511+81.37	31.97	LT	UTILITY	1350.52 FS	
17	1 511+87.41	31.97	LT	UTILITY	1350.55 FS	1
18	511+04.75	19.06	LT	* UTILITY	1351.03 FS	
19	511+60.97	18.50	LT	* UTILITY	1350.29 FS	
20	511+67.34	18.62	LT	* UTILITY	1350.38 FS	
21	511+73.12	18.49	LT	* UTILITY	1350.49 FS	4
~~22~~	~~510+18.52~~	~~32.33~~	~~LT~~	~~STORMDRAIN~~	~~1343.80 INV~~	
23	510+10.68	35.55	LT	GATE	1347.58 FS	
24	510+66.82	24.33	LT	PLATFORM	1349.19 FS	3
25	510+66.82	5.33	LT	WALKWAY/PLATFORM	1349.38 FS	
26	511+02.10	24.33	LT	WALKWAY	1349.31 FS	4
27	511+64.40	12.56	1 LT	WALKWAY	1350.20 FS	
~~28~~	~~510+27.21~~	~~32.30~~	~~LT~~	~~* STORMDRAIN~~	~~1346.00 INV~~	4
29	511+52.74	20.76	LT	* LUMINAIRE	1350.17 FS	2
30	511+97.74	20.80	LT	* LUMINAIRE	1350.94 FS	2 1
31	511+82.08	25.34	RT	EMP		6
32	8 511+70.09	29.17	RT	LVM		
33	511+74.59	31.98	LT	UTILITY	1350.90 FS	

* FLUSH TO SIDEWALK 1

CONSTRUCTION NOTES:

(203) LIGHTING - SEE ELECTRICAL

(204) RETAINING WALL - SEE STRUCTURAL PLANS

(211) INSTALL ADA DETECTABLE WARNING SURFACE (RAISED TRUNCATED DOME PER SCRRA ES3203)

(214) INSTALL PEDESTRIAN SWING GATE PER SCRRA ENGINEERING STD 4002, LAYOUT PER PLAN

(215) INSTALL CPUC STD NO. 9 PEDESTRIAN AUTOMATIC WARNING DEVICE WITH GATE ARM PER SCRRA ENGINEERING STD ES8300, LENGTH PER PLAN

(223) CONST. 8" PLASTIC STORM DRAIN

(226) INSTALL NDS 1200 NGB CATCH BASIN OR EQUIVALENT

GENERAL NOTES:

1. DMU PLATFORM INTENDED FOR USE BY RPRP
2. FOR TRACK & OFFSITE STORM DRAIN IMPROVEMENTS SEE TRACK GRADING AND DRAINAGE PLANS
3. FOR SIGNAL IMPROVEMENTS SEE SIGNALS PLANS
4. FOR ELECTRICAL IMPROVEMENTS SEE ELECTRICAL PLANS
5. FOR COMMUNICATIONS UTILITIES SEE COMMUNICATIONS PLANS
6. FOR FENCING DETAILS NOT SHOWN, SEE "FENCING" PLANS 5

N

10 0 10 20

SCALE: 1"=10'

REV.	DATE		BY	APP.
8	10-16-20	RFI 0816	DL	TJ
8	09-15-20	DCN 21 - METROLINK PLATFORM PARKING GARAGE	TJ	AS
7	07-01-20	RFI 0667	TJ	AS
6	06-02-20	DCN 17 - ARROW OPERATOR CHANGE	TJ	AS
5	01-24-20	DCN 09 CHANGES REQUESTED BY ESRI	TJ	AS
4	01-15-20	RFI 0371	TJ	AS
3	12-05-19	RFI 0324	TJ	AS
2	09-06-19	RFI 0186	TJ	AS
1	08-02-19	DCN 01 - DRAINAGE INFO	TJ	AS
0	02-06-19	CONFORMED	TJ	SG

$DATE$
$FENTBL$
$PLTDRVL$

DESIGNED BY L. HERNANDEZ
DRAWN BY J.K. ANDRES
CHECKED BY A. SHAH
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
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Riverside, CA 92501-2110
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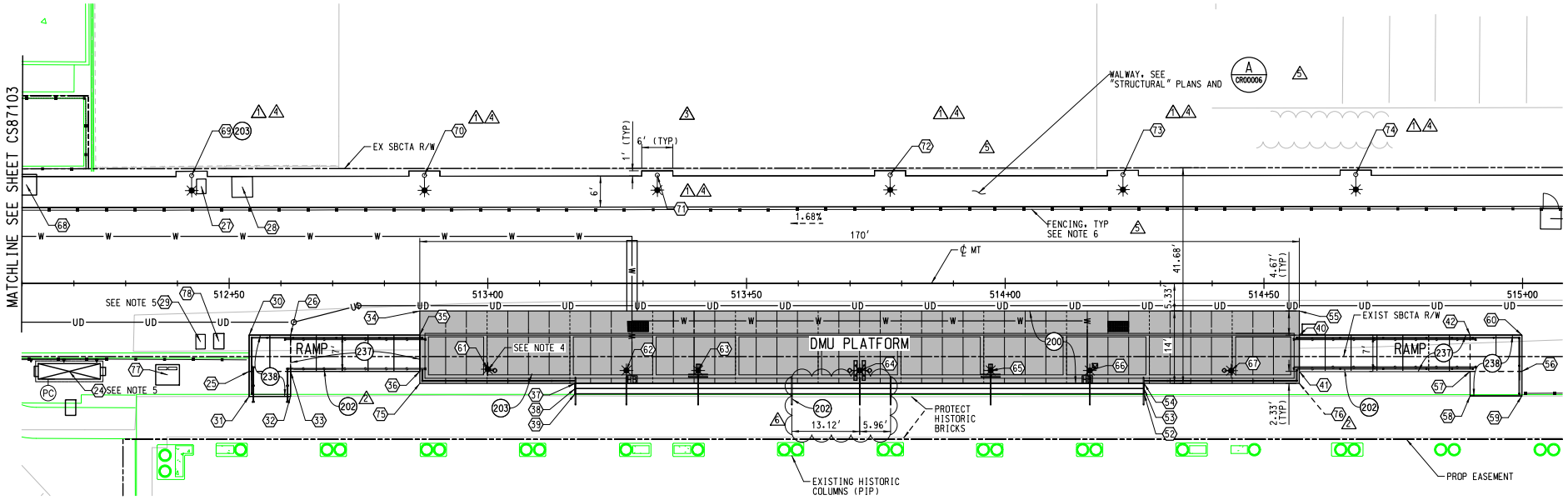
REGISTERED PROFESSIONAL ENGINEER
THOMAS B. JACQUES
No. C63769
Exp. 9-30-2020
CIVIL
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

DOWNTOWN REDLANDS
SITE PLAN
SHEET 1 OF 2

CONTRACT NO. 17-1001705
DRAWING NO. CS87103
REVISION | SHEET NO.
SCALE 1"=10'

$USER$
$TIME$



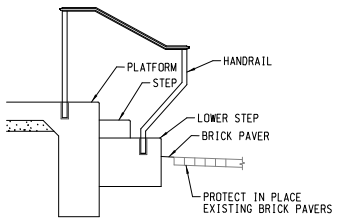
	STA.	OFFSET		DESCRIPTION	ELEV	
24	512+19.02	17.00	RT	UTILITY	1351.90	FS
25	512+53.86	17.00	RT	WALKWAY	1352.49	FS
26	512+61.86	10.00	RT	WALKWAY	1352.53	FS
27	512+44.61	18.75	LT	UTILITY	1351.70	FS
28	512+52.53	18.65	LT	* UTILITY	1351.84	FS
29	512+44.48	11.04	RT	* UTILITY	1351.50	FS
30	512+53.86	9.99	RT	WALKWAY	1352.45	FS
31	512+53.86	21.83	RT	WALKWAY	1352.13	FS
32	512+61.86	21.82	RT	WALKWAY	1352.21	FS
33	512+61.86	17.00	RT	WALKWAY	1352.57	FS
34	512+86.85	5.33	RT	PLATFORM	1354.37	FS
35	512+86.86	10.00	RT	WALKWAY	1354.39	FS
36	512+86.86	17.00	RT	WALKWAY	1354.43	FS
37	513+16.86	19.33	RT	PLATFORM	1354.96	FS
38	513+16.86	20.33	RT	STEP	1354.40	FS
39	513+16.86	21.33	RT	LOWER STEP	1353.84	FS
40	514+56.86	10.00	RT	WALKWAY	1357.33	FS
41	514+56.86	17.00	RT	WALKWAY	1357.37	FS
42	514+89.86	10.00	RT	WALKWAY	1355.82	FS
52	514+26.85	21.33	RT	LOWER STEP	1355.74	FS
53	514+26.85	20.33	RT	STEP	1356.30	FS
54	514+26.85	19.33	RT	PLATFORM	1356.86	FS
55	514+56.86	5.33	RT	PLATFORM	1357.31	FS
56	514+99.86	17.00	RT	WALKWAY	1355.86	FS
57	514+89.86	17.00	RT	WALKWAY	1355.86	FS
58	514+89.86	21.74	RT	WALKWAY	1355.70	FS
59	514+99.86	21.75	RT	WALKWAY	1355.82	FS

* FLUSH TO SIDEWALK

	STA.	OFFSET		DESCRIPTION	ELEV	
60	514+99.86	10.00	RT	WALKWAY	1355.82	FS
61	513+00.00	16.82	RT	LUMINAIRE		
62	513+26.37	16.82	RT	LUMINAIRE		
63	513+40.64	16.83	RT	LUMINAIRE		
64	513+71.87	16.82	RT	LUMINAIRE		
65	513+98.37	16.82	RT	LUMINAIRE		
66	514+17.37	16.82	RT	LUMINAIRE		
67	514+43.70	16.82	RT	LUMINAIRE		
68	512+10.78	19.06	LT	WALKWAY	1351.13	FS
69	512+42.74	20.85	LT	*LUMINAIRE	1351.70	FS
70	512+87.74	20.85	LT	*LUMINAIRE	1352.46	FS
71	513+32.74	20.93	LT	*LUMINAIRE	1353.22	FS
72	513+77.74	20.97	LT	*LUMINAIRE	1353.98	FS
73	514+22.74	21.01	LT	*LUMINAIRE	1354.75	FS
74	514+67.74	21.05	LT	*LUMINAIRE	1355.51	FS
75	512+86.86	19.33	RT	PLATFORM	1354.44	FS
76	514+56.86	19.33	RT	PLATFORM	1357.38	FS
77	512+38.10	17.67	RT	UTILITY	1352.60	FS
78	512+48.01	11.18	RT	UTILITY	1351.56	FS

CONSTRUCTION NOTES:

200 PLATFORM, SEE STRUCTURAL PLANS
201 CONST. 7" PCC WALKWAY PER SPPWC STD PLAN 112-2, 113-2, AND DETAIL A ON CR00006
202 HANDRAILS - SEE ARCHITECTURAL PLANS
203 LIGHTING - SEE ELECTRICAL
237 RAMP SEE STRUCTURAL PLANS
238 LANDING SEE STRUCTURAL PLANS



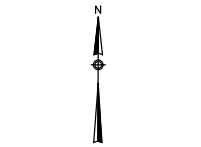
STAIR TREAD LOCATION
NTS

GENERAL NOTES:

1. DMU PLATFORM INTENDED FOR USE BY THE ARROW
2. FOR TRACK & OFFSITE STORM DRAIN IMPROVEMENTS SEE TRACK GRADING AND DRAINAGE PLANS
3. FOR SIGNAL IMPROVEMENTS SEE SIGNALS PLANS
4. FOR ELECTRICAL IMPROVEMENTS SEE ELECTRICAL PLANS
5. FOR COMMUNICATIONS UTILITIES SEE COMMUNICATIONS PLANS
6. FOR FENCING DETAILS NOT SHOWN, SEE "FENCING" PLANS

LEGEND

PLATFORM
CONCRETE WALKWAY



REV.	DATE		BY	APP.
6	11-03-20	RFI 0827	TJ	AS
5	10-16-20	RFI 0816	DL	TJ
4	7-1-20	RFI 0667	TJ	AS
3	01-24-20	CHANGES REQUESTED BY ESRI	TJ	AS
2	01-15-20	RFI 0371	TJ	AS
1	09-06-19	RFI 0186	TJ	SG
0	02-06-19	CONFORMED	TJ	SG

$DATE$ $FENTBL$ $PLTDRVL$

DESIGNED BY L. HERNANDEZ
DRAWN BY J.K. ANDRES
CHECKED BY A. SHAH
APPROVED BY R. KLOVSKY
DATE 5-18-2018

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REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

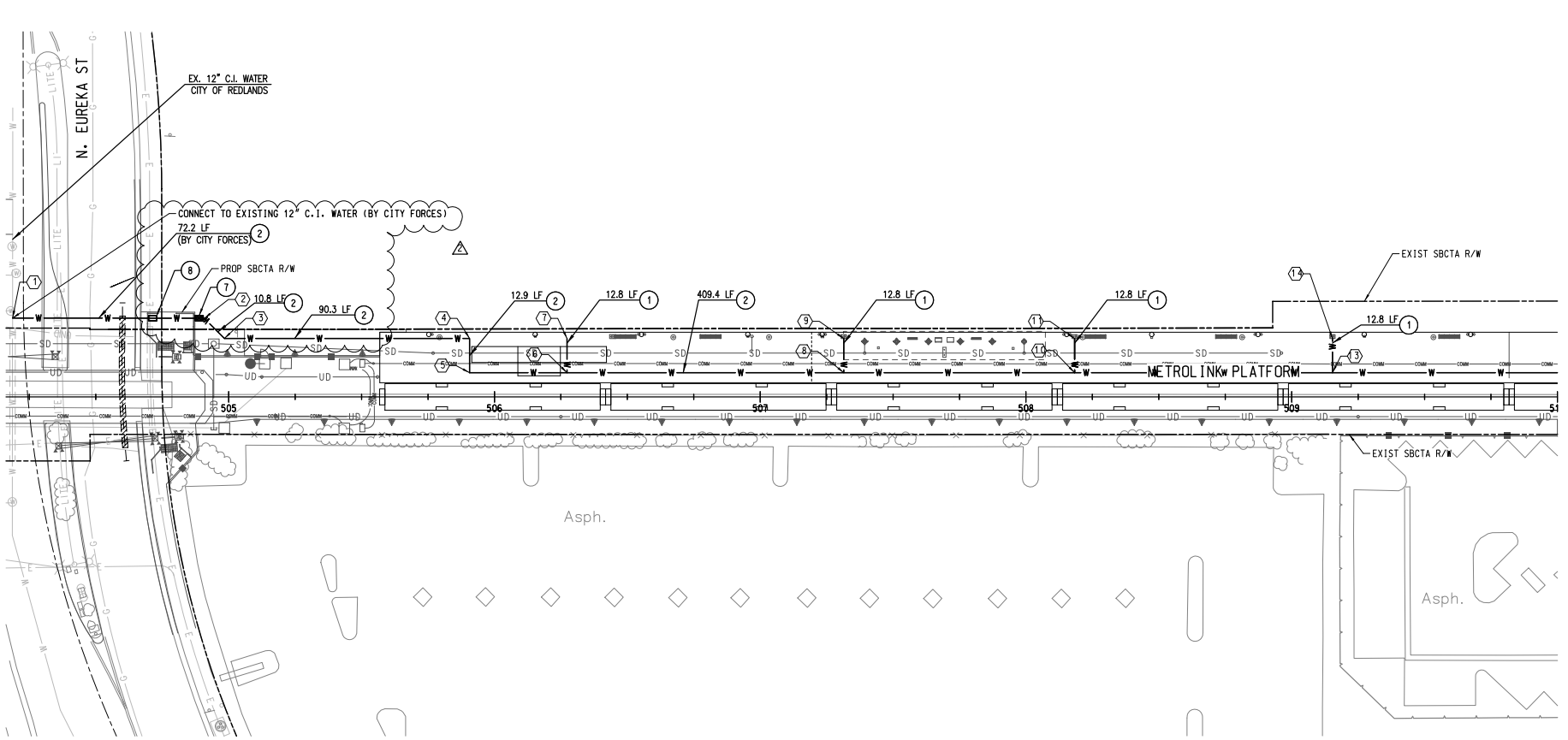
REDLANDS PASSENGER RAIL PROJECT

DOWNTOWN REDLANDS
SITE PLAN
SHEET 2 OF 2

CONTRACT NO. 17-1001705
DRAWING NO. CS87104
REVISION | SHEET NO.
SCALE 1"=10'

$USER$
$TIME$

21-1002655 - DT Redlands Station Agreement - Exhibit B



	STA.	OFFSET		DESCRIPTION
1	504+18.67	29.67	LT	TEE TO EXISTING
2	504+90.82	29.59	LT	45-ELBOW
3	504+98.37	21.97	LT	45-ELBOW
4	505+90.65	21.97	LT	90-ELBOW
5	505+90.65	9.11	LT	90-ELBOW
6	506+27.32	9.11	LT	TEE
7	506+27.32	21.92	LT	1" CW FLUSH MOUNT HOSE BIB
8	507+31.47	9.11	LT	TEE
9	507+31.47	21.92	LT	1" CW FLUSH MOUNT HOSE BIB
10	508+18.33	9.11	LT	TEE
11	508+18.33	21.92	LT	1" CW FLUSH MOUNT HOSE BIB
12	-	-	-	-
13	509+15.32	9.11	LT	TEE
14	509+15.32	21.92	LT	1" CW FLUSH MOUNT HOSE BIB

CONSTRUCTION NOTES:

1. INSTALL 1" SCH 80 PVC WATER
2. INSTALL 1 1/2" SCH 80 PVC WATER
7. INSTALL 1 1/2" BACKFLOW PREVENTER PER CITY OF REDLANDS WATER SYSTEM STANDARD A-20516. ALSO SEE GENERAL NOTE 6
8. INSTALL 1 1/2" WATER SERVICE CONNECTION AND METER PER CITY OF REDLANDS WATER SYSTEM STANDARD A-20513 (BY CITY FORCES)

GENERAL NOTES:

1. PLATFORM A INTENDED FOR USE BY METROLINK
2. FOR OFFSITE & TRACK STORM DRAIN IMPROVEMENTS SEE TRACK GRADING AND DRAINAGE PLANS
3. FOR SIGNAL IMPROVEMENTS SEE SIGNALS PLANS
4. FOR ROADWAYS SEE CIVIL PLANS
5. FOR ELECTRICAL IMPROVEMENTS SEE ELECTRICAL PLANS
6. BACKFLOW PREVENTER INSTALLATION INCLUDES CONCRETE PAD AND PROTECTIVE CAGE

20 0 20 40
SCALE: 1"=20'

REV.	DATE		BY	SUB.	APP.
2	07-06-20	RFI 0613	TJ		AW
1	07-19-19	ADDED CITY SIGNATURE	TJ		SG
0	02-06-19	CONFORMED	TJ		SG

DESIGNED BY M. HARROLD
DRAWN BY D. STOICA
CHECKED BY T. JACQUES
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

Accepted By
Savat Khamphou, Engineering Manager, R.C.E. 62019

REGISTERED PROFESSIONAL ENGINEER
THOMAS B. JACQUES
No. C63769
Exp. 9-30-2020
CIVIL
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

DOWNTOWN REDLANDS STATION
WATER SERVICE PLAN
SHEET 1 OF 2

CONTRACT NO. 17-1001705
DRAWING NO. CS87501
REVISION
SHEET NO.
SCALE 1"=20'

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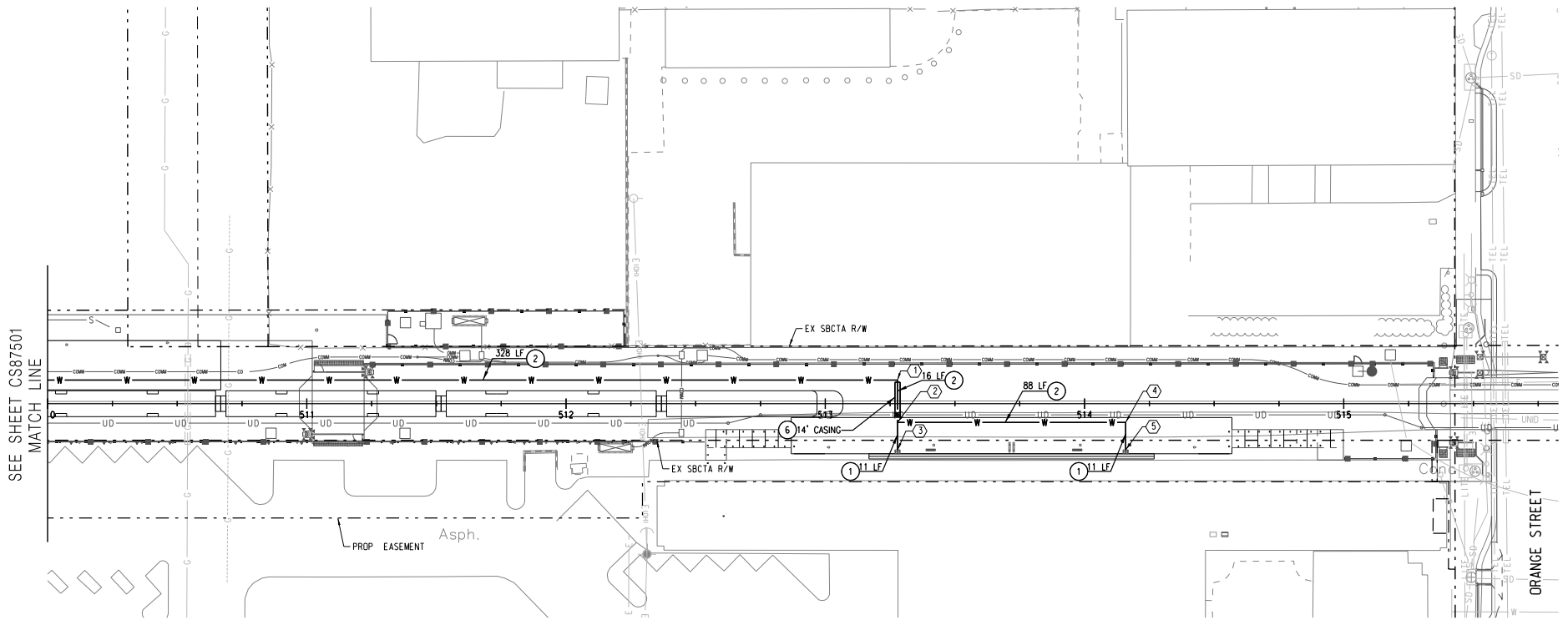
21-1002655 - DT Redlands Station Agreement - Exhibit B



	STA.	OFFSET		DESCRIPTION
1	513+27.86	9.10	LT	90-ELBOW
2	513+27.86	7.24	RT	TEE
3	513+27.86	17.83	RT	1" CW FLUSH MOUNT HOSE BIB
4	514+15.85	7.24	RT	90-ELBOW
5	514+15.85	17.92	RT	1" CW FLUSH MOUNT HOSE BIB

CONSTRUCTION NOTES:

1. INSTALL 1" SCH 80 PVC WATER
2. INSTALL 1 1/2" SCH 80 PVC WATER
6. INSTALL 6" X 1/4" STEEL CASING PER SCRRA ES5001

GENERAL NOTES:

1. NOT USED
2. FOR OFFSITE & TRACK STORM DRAIN IMPROVEMENTS SEE TRACK GRADING AND DRAINAGE PLANS
3. FOR SIGNAL IMPROVEMENTS SEE SIGNALS PLANS
4. FOR ROADWAYS SEE CIVIL PLANS
5. FOR ELECTRICAL IMPROMEMENTS SEE ELECTRICAL PLANS
6. FOR COMMUNICATIONS UTILITIES, SEE COMMUNICATIONS PLANS
7. CONTRACTOR TO FIELD VERIFY THE DEPTH AND LOCTION OF THE EXISTING IRRIGATION AND SERVICE CONNECTED TO THE EXISTING METER AND BFP.

N

20 0 20 40

SCALE: 1"=20'

REV.	DATE		BY	APP.
0	02-06-19	CONFORMED	TJ	SG

DESIGNED BY
DRAWN BY D. STOICA
CHECKED BY T. JACQUES
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

REGISTERED PROFESSIONAL ENGINEER
THOMAS B. JACQUES
No. C63769
EXP. 9-30-2020
CIVIL
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

DOWNTOWN REDLANDS
WATER SERVICE PLAN
SHEET 2 OF 2

CONTRACT NO. 17-1001705
DRAWING NO. CS87502
REVISION | SHEET NO. 525 OF 2442
SCALE 1"=20'

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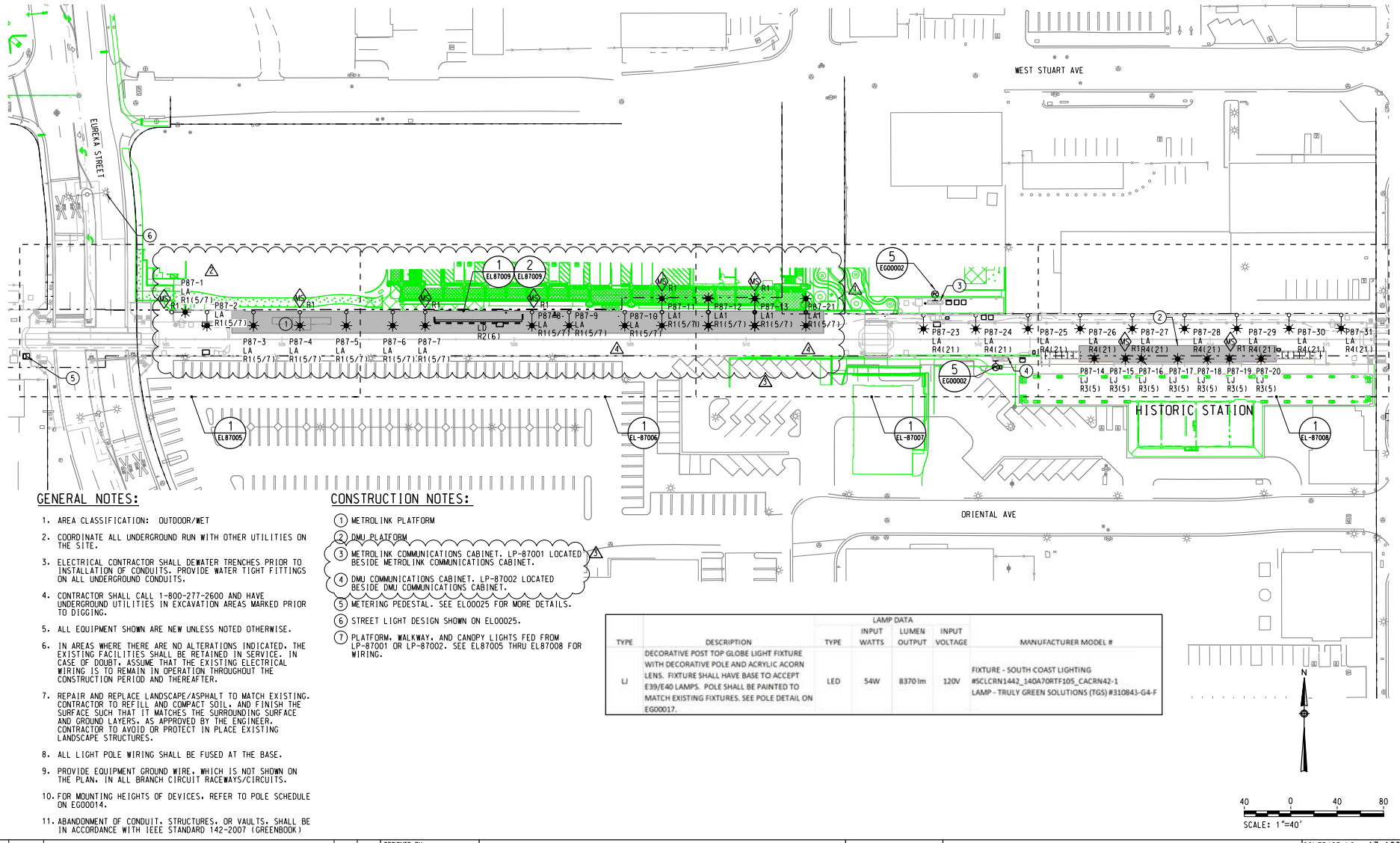

GENERAL NOTES:

1. AREA CLASSIFICATION: OUTDOOR/WET
2. COORDINATE ALL UNDERGROUND RUN WITH OTHER UTILITIES ON THE SITE.
3. ELECTRICAL CONTRACTOR SHALL DEWATER TRENCHES PRIOR TO INSTALLATION OF CONDUITS. PROVIDE WATER TIGHT FITTINGS ON ALL UNDERGROUND CONDUITS.
4. CONTRACTOR SHALL CALL 1-800-277-2600 AND HAVE UNDERGROUND UTILITIES IN EXCAVATION AREAS MARKED PRIOR TO DIGGING.
5. ALL EQUIPMENT SHOWN ARE NEW UNLESS NOTED OTHERWISE.
6. IN AREAS WHERE THERE ARE NO ALTERATIONS INDICATED, THE EXISTING FACILITIES SHALL BE RETAINED IN SERVICE. IN CASE OF DOUBT, ASSUME THAT THE EXISTING ELECTRICAL WIRING IS TO REMAIN IN OPERATION THROUGHOUT THE CONSTRUCTION PERIOD AND THEREAFTER.
7. REPAIR AND REPLACE LANDSCAPE/ASPHALT TO MATCH EXISTING. CONTRACTOR TO REFILL AND COMPACT SOIL, AND FINISH THE SURFACE SUCH THAT IT MATCHES THE SURROUNDING SURFACE AND GROUND LAYERS, AS APPROVED BY THE ENGINEER. CONTRACTOR TO AVOID OR PROTECT IN PLACE EXISTING LANDSCAPE STRUCTURES.
8. ALL LIGHT POLE WIRING SHALL BE FUSED AT THE BASE.
9. PROVIDE EQUIPMENT GROUND WIRE, WHICH IS NOT SHOWN ON THE PLAN, IN ALL BRANCH CIRCUIT RACEWAYS/CIRCUITS.
10. FOR MOUNTING HEIGHTS OF DEVICES, REFER TO POLE SCHEDULE ON EG00014.
11. ABANDONMENT OF CONDUIT, STRUCTURES, OR VAULTS, SHALL BE IN ACCORDANCE WITH IEEE STANDARD 142-2007 (GREENBOOK)

CONSTRUCTION NOTES:

1. METROLINK PLATFORM
2. DMU PLATFORM
3. METROLINK COMMUNICATIONS CABINET. LP-87001 LOCATED BESIDE METROLINK COMMUNICATIONS CABINET.
4. DMU COMMUNICATIONS CABINET. LP-87002 LOCATED BESIDE DMU COMMUNICATIONS CABINET.
5. METERING PEDESTAL. SEE EL00025 FOR MORE DETAILS.
6. STREET LIGHT DESIGN SHOWN ON EL00025.
7. PLATFORM, WALKWAY, AND CANOPY LIGHTS FED FROM LP-87001 OR LP-87002. SEE EL87005 THRU EL87008 FOR WIRING.

TYPE	DESCRIPTION	LAMP DATA TYPE	INPUT WATTS	LUMEN OUTPUT	INPUT VOLTAGE	MANUFACTURER MODEL #
LJ	DECORATIVE POST TOP GLOBE LIGHT FIXTURE WITH DECORATIVE POLE AND ACRYLIC ACORN LENS. FIXTURE SHALL HAVE BASE TO ACCEPT E39/E40 LAMPS. POLE SHALL BE PAINTED TO MATCH EXISTING FIXTURES. SEE POLE DETAIL ON EG00017.	LED	54W	8370 lm	120V	FIXTURE - SOUTH COAST LIGHTING #SCLCRN1442_140A70RTF105_CACRN42-1 LAMP - TRULY GREEN SOLUTIONS (TGS) #310843-G4-F

REV.	DATE		BY	APP.
4	07-24-20	DCN 21 - PARKING STRUCTURE ESRI COORDINATION	JL	RG
3	06-19-20	DCN 17 - ARROW OPERATOR CHANGE	JL	RG
2	05-26-20	RFI 0613 - WEILAND PROJECT PLAN CONFLICTS	JL	AN
1	01-31-19	DCN 09 - DOWNTOWN REDLANDS STATION ESRI CHANGES	TJ	SG
0	02-06-19	CONFORMED	TJ	SG

DESIGNED BY R. GENATO
DRAWN BY M. YANG
CHECKED BY T. REARICK
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

Accepted By
Savat Khamphou, Engineering Manager, R.C.E. 62019

REGISTERED PROFESSIONAL ENGINEER RAYMOND I. GENATO No. E17995 Exp. 12-31-20 ELECTRICAL STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

DOWNTOWN REDLANDS – MP 65.46
ELECTRICAL SITE PLAN/KEY MAP
AND LIGHTING PLAN

CONTRACT NO. 17-1001705
DRAWING NO. EL87002
REVISION | SHEET NO.
SCALE 1"=40'

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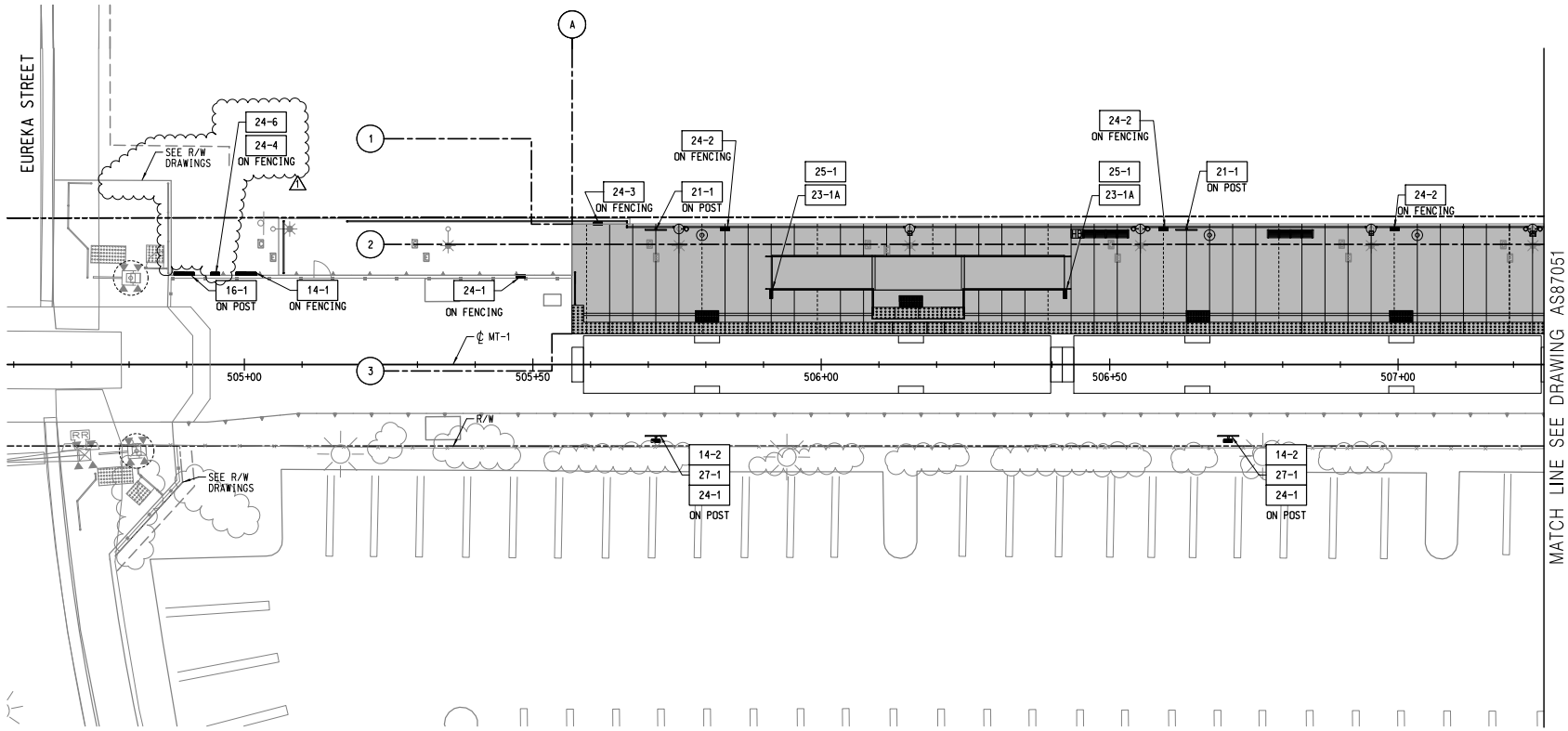


DOWNTOWN REDLANDS STATION SIGNAGE PLAN

SCALE: 1"=10'-0"

1 / AS87050

GENERAL NOTES:

1. SEE AG00002 FOR SYMBOL LEGEND
2. SEE AG00003 FOR ABBREVIATIONS
3. REFER TO SCRRA ENGINEERING STD ES3000 STATION GRAPHIC DRAWINGS FOR TYPES AND ATTACHMENT DETAILS, UNO
4. SEAL SIGNS WITH TRANSPARENT ANTI-GRAFFITI FILM
5. SIGNAGE GRAPHICS AS TOPOGRAPHY, COLOR & LOGOS TO BE DEVELOPED BY CONTRACTOR & SUBMITTED TO OWNER FOR APPROVAL
6. NO SIGN OR WARNING DEVICE SHALL BE PLACED IN A MANNER WHICH WILL OBSTRUCT VIEW OF ANY OTHER SIGN OR WARNING DEVICE
7. ALL SIGNAGE FOR PEDESTRIAN CROSSING SHALL BE PER SCRRA STD ES4002
8. SEE AG00010 FOR CUSTOM SIGNAGE MOUNTING DETAILS
9. SEE TRACK SHEETS RR00501 THROUGH RR00505 FOR TRAIN POSITION MARKER SIGNAGE

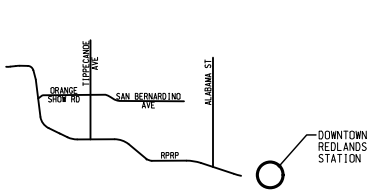
LEGEND:

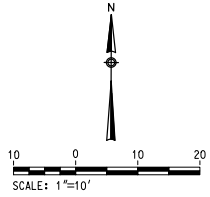
- PLATFORM
- DETECTABLE WARNING TACTILE PER 2010 ADA STANDARDS SECTION 705

STATION IDENTIFICATION SIGNAGE TYPE:

14-1	CROSSING WARNING SIGN	16-1	"NO TRAIN HORN" W10-9P ABOVE "LOOK" SIGN. REFER TO CR87501 FOR SIZES	24-3	"THANK YOU FOR NOT SMOKING" SIGN
14-2	CAUTION SIGN	21-1	STATION IDENTIFICATION SIGN (LARGE)	24-4	"NO BICYCLING" SIGN
		23-1A	ACCESSIBILITY SIGN	24-6	"TO TRAINS" SIGN
		24-1	"DO NOT ENTER" SIGN		
		24-2	"PLEASE PURCHASE TICKET" SIGN		

25-1	STATION IDENTIFICATION SIGN (BRAILLE)	
27-1	STATION IDENTIFICATION SIGN (AT TRACK)	





REV.	DATE		BY	SUB.	APP.
1	07-06-20	RFI 0613	EG		TJ
0	02-06-19	CONFORMED	TJ		SG

DESIGNED BY
DRAWN BY E. GUERRERO
CHECKED BY M.T. CHEUNG
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

LICENSED ARCHITECT
MOSHIK MAH
No. C32034
Exp. 04/30/21
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

STATION ARCHITECTURE
DOWNTOWN REDLANDS STATION
SIGNAGE PLAN SHEET 1 OF 4 – MP 65.46

CONTRACT NO.	17-1001705
DRAWING NO.	AS87050
REVISION	SHEET NO.
SCALE	1"=10'

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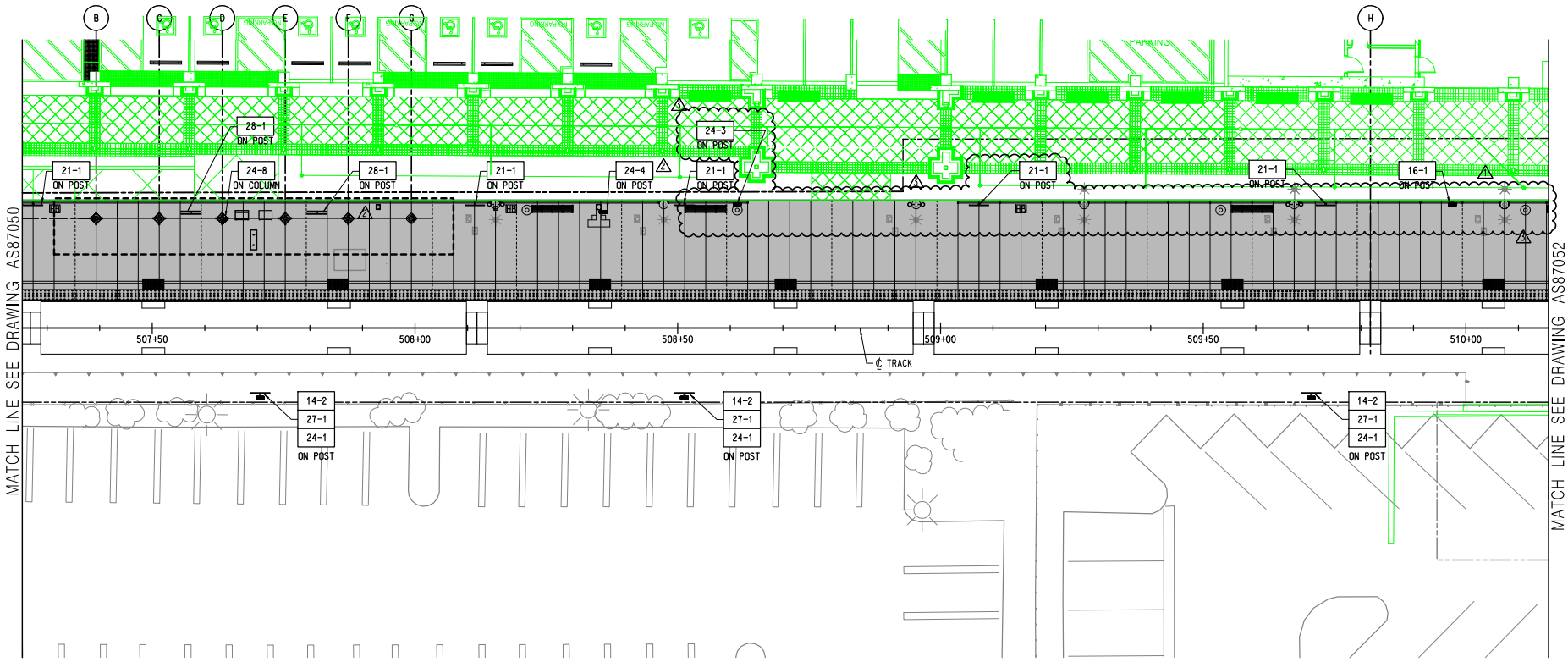


DOWNTOWN REDLANDS STATION
SIGNAGE PLAN
SCALE: 1"=10'-0"
1 AS87051

GENERAL NOTES:

1. SEE AG00002 FOR SYMBOL LEGEND
2. SEE AG00003 FOR ABBREVIATIONS
3. REFER TO SCRRA ENGINEERING STD ES3000 STATION GRAPHIC DRAWINGS FOR TYPES AND ATTACHMENT DETAILS, UNO
4. SEAL SIGNS WITH TRANSPARENT ANTI-GRAFFITI FILM
5. SIGNAGE GRAPHICS AS TOPOGRAPHY, COLOR & LOGOS TO BE DEVELOPED BY CONTRACTOR & SUBMITTED TO OWNER FOR APPROVAL
6. NO SIGN OR WARNING DEVICE SHALL BE PLACED IN A MANNER WHICH WILL OBSTRUCT VIEW OF ANY OTHER SIGN OR WARNING DEVICE
7. ALL SIGNAGE FOR PEDESTRIAN CROSSING SHALL BE PER SCRRA STD ES4002
8. SEE AG00010 FOR CUSTOM SIGNAGE MOUNTING DETAILS
9. SEE TRACK SHEETS RR00501 THROUGH RR00505 FOR TRAIN POSITION MARKER SIGNAGE

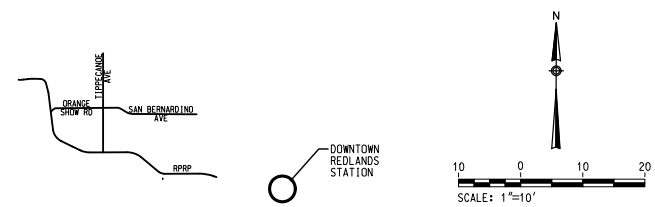
LEGEND:

PLATFORM

DETECTABLE WARNING TACTILE PER 2010 ADA STANDARDS SECTION 705

STATION IDENTIFICATION SIGNAGE TYPE:

14-1	CROSSING WARNING SIGN
14-2	CAUTION SIGN
15-1	"PULL GATE TO OPEN" OR "PUSH GATE TO OPEN" OR "EXIT ONLY" SIGN
16-1	"NO TRAIN HORN" W10-9P ABOVE "LOOK" SIGN, REFER TO CR87501 FOR SIZES
21-1	STATION IDENTIFICATION SIGN (LARGE)
24-1	"DO NOT ENTER" SIGN
24-3	"THANK YOU FOR NOT SMOKING" SIGN
24-4	"NO BICYCLING" SIGN
24-6	"TO TRAINS" SIGN
24-8	"PURCHASE TICKETS HERE" SIGN
27-1	STATION IDENTIFICATION SIGN (AT TRACK)
28-1	DISPLAY CASE (POST MOUNTED)



REV.	DATE		BY	SUB.	APP.
3	08-06-20	DCN 21 - PARKING STRUCTURE ESRI COORDINATION	EG	TJ	
2	06-22-20	DCN 17 - ARROW OPERATOR CHANGE	EG	EG	
1	02-10-20	DCN 09 - ESRI REQUESTED CHANGES AT DOWNTOWN REDLANDS STATION	EG	MR	
0	02-06-19	CONFORMED	TJ	SG	

DESIGNED BY E. GUERRERO
DRAWN BY E. GUERRERO
CHECKED BY M.T. CHEUNG
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

LICENSED ARCHITECT
MOSHIK MAH
No. C32034
Exp. 04/30/21
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

STATION ARCHITECTURE
DOWNTOWN REDLANDS STATION
SIGNAGE PLAN SHEET 2 OF 4 – MP 65.46

CONTRACT NO. 17-1001705
DRAWING NO. AS87051
REVISION
SHEET NO.
SCALE 1"=10'

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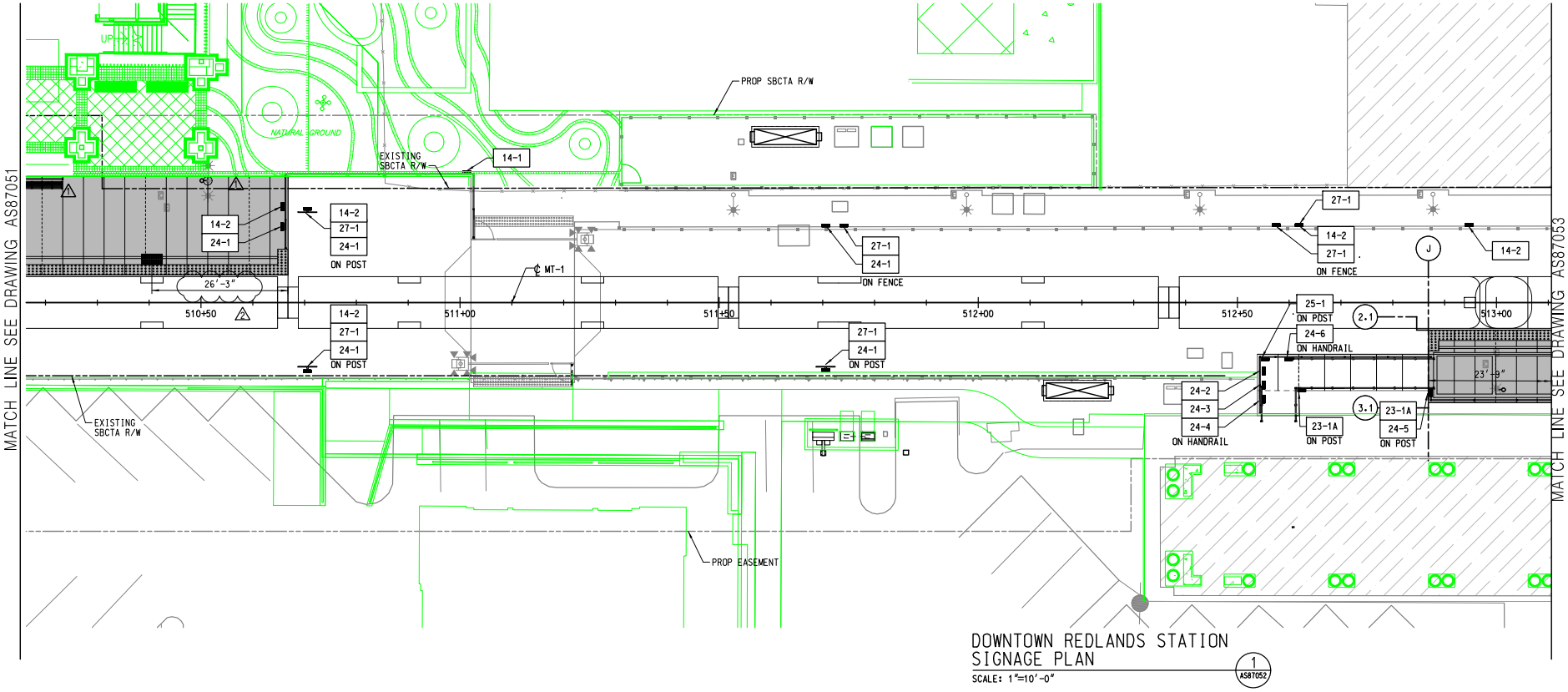
21-1002655 - DT Redlands Station Agreement - Exhibit B



DOWNTOWN REDLANDS STATION
SIGNAGE PLAN
SCALE: 1"=10'-0"
1 AS87052

GENERAL NOTES:

1. SEE AG00002 FOR SYMBOL LEGEND
2. SEE AG00003 FOR ABBREVIATIONS
3. REFER TO SCRRA ENGINEERING STD ES3000 STATION GRAPHIC DRAWINGS FOR TYPES AND ATTACHMENT DETAILS, UNO
4. SEAL SIGNS WITH TRANSPARENT ANTI-GRAFFITI FILM
5. SIGNAGE GRAPHICS AS TOPOGRAPHY, COLOR & LOGOS TO BE DEVELOPED BY CONTRACTOR & SUBMITTED TO OWNER FOR APPROVAL
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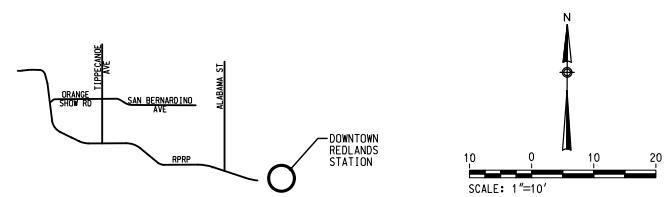
7. ALL SIGNAGE FOR PEDESTRIAN CROSSING SHALL BE PER SCRRA STD ES4002
8. SEE AG00010 FOR CUSTOM SIGNAGE MOUNTING DETAILS
9. SEE TRACK SHEETS RR00501 THROUGH RR00505 FOR TRAIN POSITION MARKER SIGNAGE

LEGEND:

- PLATFORM
- EXIST HISTORICAL STATION
- DETECT 2010 A

STATION IDENTIFICATION SIGNAGE TYPE:

14-2	CAUTION SIGN	24-5	"EXIT" SIGN
23-1A	ACCESSIBILITY SIGN	24-6	"TO TRAINS" SIGN
24-1	"DO NOT ENTER" SIGN	25-1	STATION IDENTIFICATION SIGN (BRAILLE)
24-2	"PLEASE PURCHASE TICKET"	27-1	STATION IDENTIFICATION SIGN (AT TRACK)



REV.	DATE		BY	SUB.	APP.
2	9-25-2020	ADDED DIMENSIONS FOR DIRECTIONAL TILES	TJ		AS
1	08-06-20	DCN 21 - PARKING STRUCTURE ESRI COORDINATION	EG		JT
0	02-06-19	CONFORMED	TJ		SG

DESIGNED BY E. GUERRERO
DRAWN BY E. GUERRERO
CHECKED BY M.T. CHEUNG
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

LICENSED ARCHITECT
MOSHIK MAH
No. C32034
Exp. 04/30/21
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

STATION ARCHITECTURE
DOWNTOWN REDLANDS
SIGNAGE PLAN SHEET 3 OF 4 – MP 65.46

CONTRACT NO. 17-1001705
DRAWING NO. AS87052
REVISION
SHEET NO.
SCALE 1"=10'

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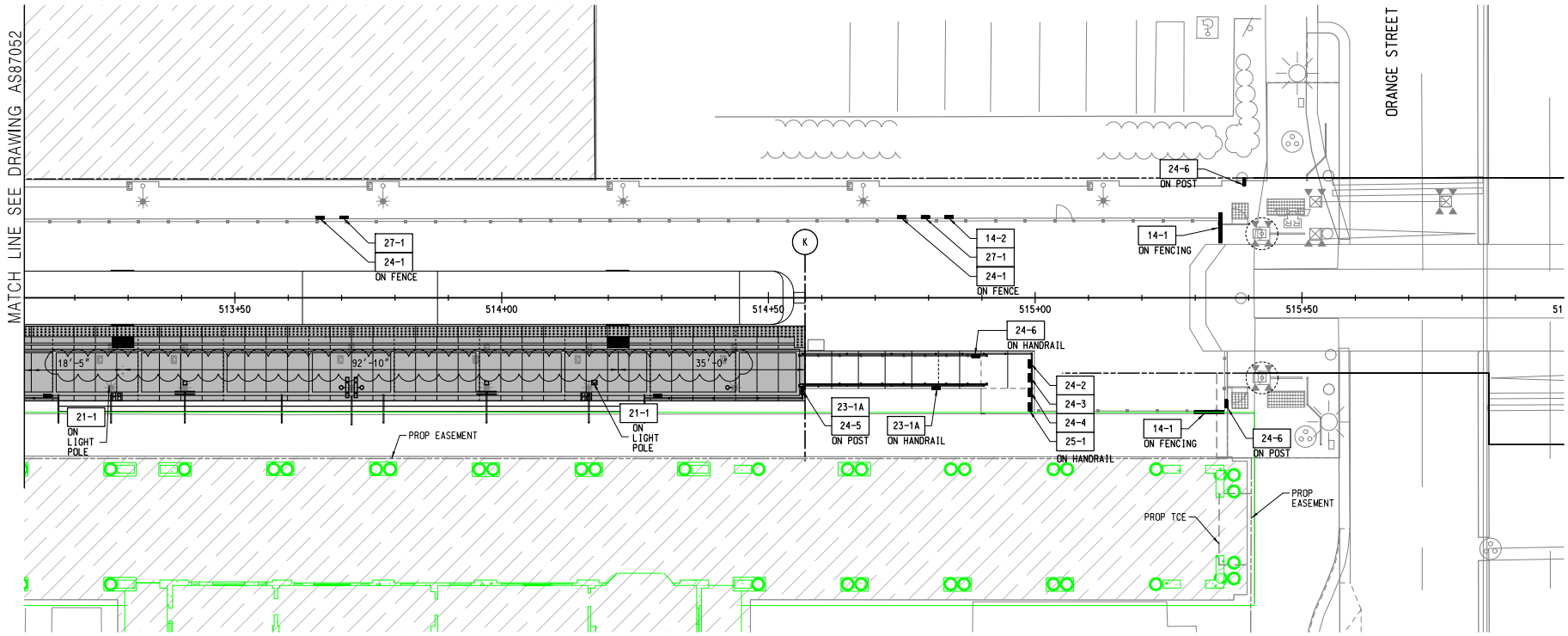
21-1002655 - DT Redlands Station Agreement - Exhibit B



DOWNTOWN REDLANDS STATION
SIGNAGE PLAN
SCALE: 1"=10'-0"
1
AS87053

GENERAL NOTES:

1. SEE AG00002 FOR SYMBOL LEGEND
2. SEE AG00003 FOR ABBREVIATIONS
3. REFER TO SCRRA ENGINEERING STD ES3000 STATION GRAPHIC DRAWINGS FOR TYPES AND ATTACHMENT DETAILS, UNO
4. SEAL SIGNS WITH TRANSPARENT ANTI-GRAFFITI FILM
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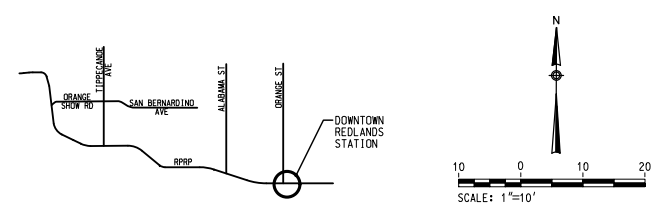
7. ALL SIGNAGE FOR PEDESTRIAN CROSSING SHALL BE PER SCRRA STD ES4002
8. SEE AG00010 FOR CUSTOM SIGNAGE MOUNTING DETAILS
9. SEE TRACK SHEETS RR00501 THROUGH RR00505 FOR TRAIN POSITION MARKER SIGNAGE

LEGEND:

- PLATFORM
- EXIST HISTORICAL STATION
- DETECTABLE WARNING TA 2010 ADA STANDARDS SE

STATION IDENTIFICATION SIGNAGE TYPE:

14-1	CROSSING WARNING SIGN	21-1	FOR SIZES STATION IDENTIFICATION SIGN (LARGE)	24-3	"THANK YOU FOR NOT SMOKING" SIGN	25-1	STATION IDENTIFICATION SIGN (BRAILLE)
14-2	CAUTION SIGN	23-1A	ACCESSIBILITY SIGN	24-4	"NO BICYCLING" SIGN	27-1	STATION IDENTIFICATION SIGN (AT TRACK)
		24-1	"DO NOT ENTER" SIGN	24-5	"EXIT" SIGN		
		24-2	"PLEASE PURCHASE TICKET" SIGN	24-6	"TO TRAINS" SIGN		
				24-8	"PURCHASE TICKETS HERE" SIGN		



REV.	DATE		BY	SUB.	APP.
1	9-25-2020	ADDED DIMENSIONS FOR DIRECTIONAL TILES	TJ		AG
0	02-06-19	CONFORMED	TJ		SG

DESIGNED BY E. GUERRERO
DRAWN BY E. GUERRERO
CHECKED BY M.T. CHEUNG
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

LICENSED ARCHITECT
MOSHIK MAH
No. C32034
Exp. 04/30/21
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

STATION ARCHITECTURE
DOWNTOWN REDLANDS
SIGNAGE PLAN SHEET 4 OF 4 – MP 65.46

CONTRACT NO. 17-1001705
DRAWING NO. AS87053
REVISION
SHEET NO.
SCALE 1"=10'

9/29/2020 10:39:10 AM SSTEFAN
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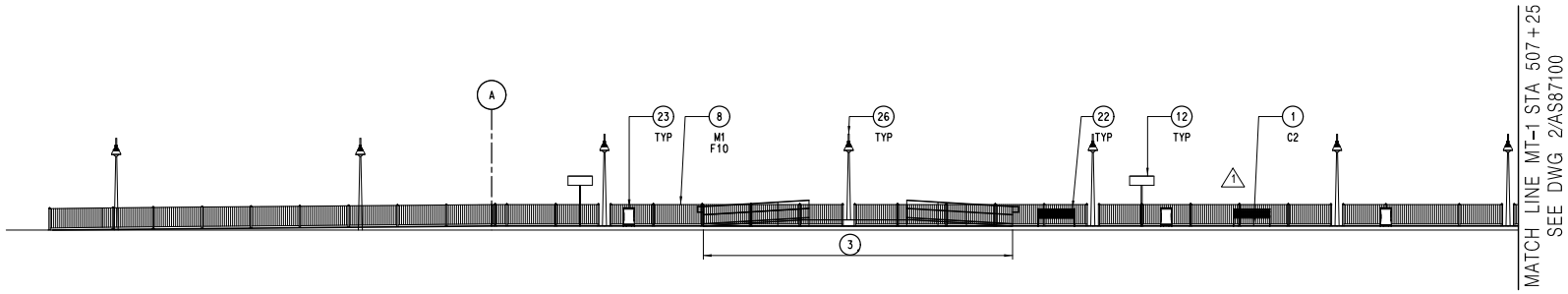
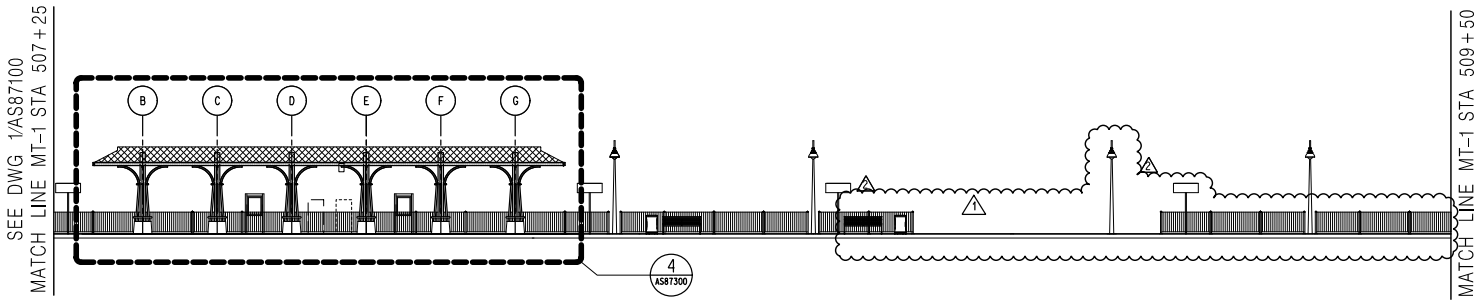
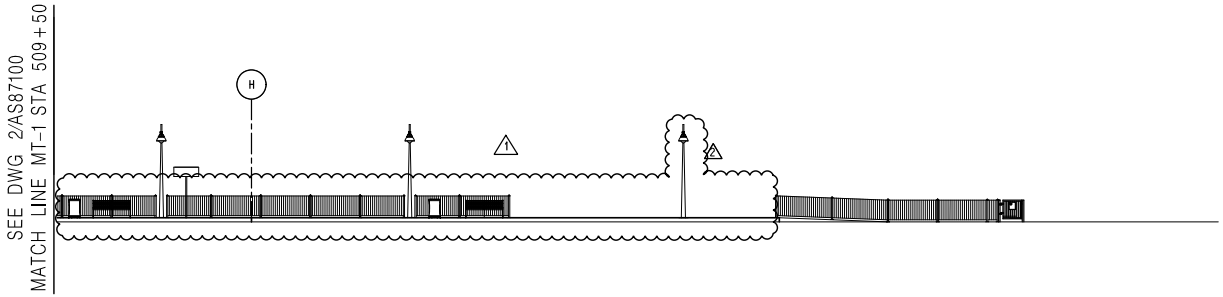
21-1002655 - DT Redlands Station Agreement - Exhibit B



DOWNTOWN REDLANDS STATION SCRRA PLATFORM
(TRAIN SIDE) ELEVATION
SCALE: 1'=10'
1 AS87100



DOWNTOWN REDLANDS STATION SCRRA PLATFORM
(TRAIN SIDE) ELEVATION
SCALE: 1'=10'
2 AS87100



DOWNTOWN REDLANDS STATION SCRRA PLATFORM
(TRAIN SIDE) ELEVATION
SCALE: 1'=10'
3 AS87100

10 0 10 20
SCALE: 1"=10'

GENERAL NOTES:

1. DIMENSIONS ARE CL OF GRID, UNO
2. TOP OF NEW PLATFORM/FINISH FLOOR = 0'-0" REFER TO CIVIL.
3. MAINTAIN ELEVATION OF PLATFORM DISTANCE FROM TOP OF RAIL, SEE TRACK DWGS
4. FOR MODIFIED DETAILS TO HANDRAILS, SEE DETAIL 3 AND 4 ON DWG NO. AS98100.

MATERIAL ITEM LEGEND:

C1 CIP CONCRETE
C2 CONCRETE - LIGHT SAND FINISH PER SPECS
M1 PAINTED METAL
M2 STAINLESS STEEL
M3 BRUSHED ALUMINUM

FINISH LEGEND:

F1 PAINT (1) - FEDERAL STD - 17875 INSIGNIA WHITE
F2 PAINT (2) - FEDERAL STD - 36521 FLAT TAN
F3 PAINT (3) - FEDERAL STD - 34098 GREEN
F4 NOT USED
F5 NOT USED
F6 CONC W/ GRAFFITI RESISTANT COATING
F7 RESIN DECORATIVE POLYMER FABRICATION(DPF) FINISH: STUCCO F06, STYLE: VAPOR W05
PAINT (4) - FEDERAL STD -
F8 30099 FLAT BROWN
PAINT (5) - FEDERAL STD -
F9 27038 SEMI GLOSS BLACK
PAINT (6) - FEDERAL STD -
F10 37038 FLAT BLACK

KEY NOTES:

1 PLATFORM
3 MINI-HIGH RAMP/PLATFORM PER SCRRA ES3101
8 PLATFORM EDGE FENCE/GUARDRAILS PER SCRRA STD ES5102
12 SIGNAGE, SEE SIGNAGE PLANS
22 BENCH
23 TRASH RECEPTICLE
26 LIGHT POLE

REV.	DATE		BY	SUB.	APP.
2	08-06-20	DCN 21 - PARKING STRUCTURE ESRI COORDINATION	EG		JT
1	02-10-20	DCN 09 - ESRI REQUESTED CHANGES AT DOWNTOWN REDLANDS STATION	EG		JT
0	02-06-19	CONFORMED	TJ		SG

DESIGNED BY E. GUERRERO
DRAWN BY E. GUERRERO
CHECKED BY M.T. CHEUNG
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

LICENSED ARCHITECT
MOSHIK MAH
No. C32034
Exp. 04/30/21
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

STATION ARCHITECTURE
DOWNTOWN REDLANDS STATION
OVERALL ELEVATION SHEET 1 OF 2

CONTRACT NO. 17-1001705
DRAWING NO. AS87100
REVISION
SHEET NO.
SCALE 1"=10'

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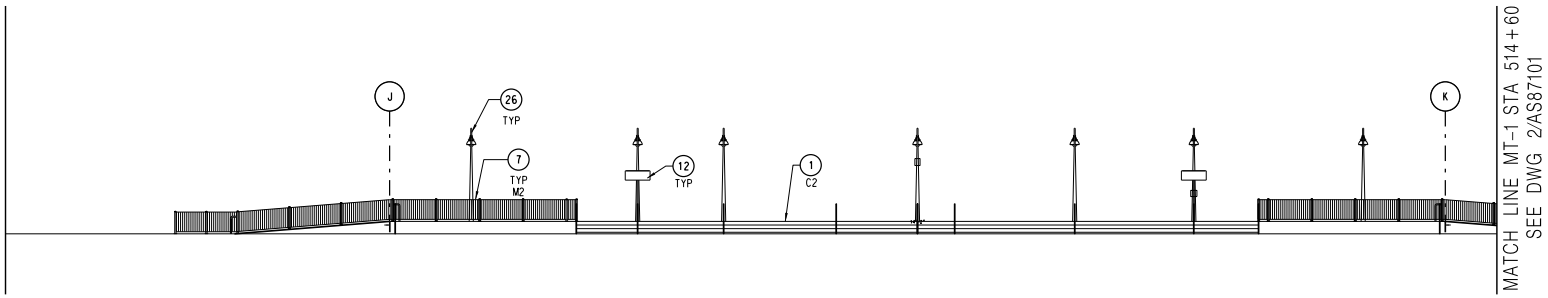
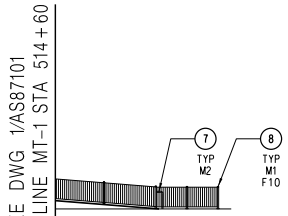
21-1002655 - DT Redlands Station Agreement - Exhibit B



DOWNTOWN REDLANDS STATION DMU PLATFORM
(HISTORIC STATION SIDE) ELEVATION

SCALE: 1'=10'

1 AS87101



DOWNTOWN REDLANDS STATION DMU PLATFORM
(HISTORIC STATION SIDE) ELEVATION

SCALE: 1'=10'

2 AS87101

GENERAL NOTES:

1. DIMENSIONS ARE CL OF GRID, UNO
2. TOP OF NEW PLATFORM/FINISH FLOOR = 0'-0" REFER TO CIVIL.
3. MAINTAIN ELEVATION OF PLATFORM DISTANCE FROM TOP OF RAIL, SEE TRACK DWGS

MATERIAL ITEM LEGEND:

C1 CIP CONCRETE
C2 CONCRETE - LIGHT SAND FINISH PER SPECS
M1 PAINTED METAL
M2 STAINLESS STEEL
M3 BRUSHED ALUMINUM

FINISH LEGEND:

F1 PAINT (1) - FEDERAL STD - 17875 INSIGNIA WHITE
F2 PAINT (2) - FEDERAL STD - 36521 FLAT TAN
F3 PAINT (3) - FEDERAL STD - 34098 GREEN
F4 NOT USED
F5 NOT USED
F6 CONC W/ GRAFFITI RESISTANT COATING
F7 RESIN DECORATIVE POLYMER FABRICATION(DPF) FINISH: STUCCO F06, STYLE: VAPOR W05 PAINT (4) - FEDERAL STD -
F8 30099 FLAT BROWN PAINT (5) - FEDERAL STD -
F9 27038 SEMI GLOSS BLACK PAINT (6) - FEDERAL STD -
F10 37038 FLAT BLACK

KEY NOTES:

1. PLATFORM
7. HANDRAILS & RAILINGS
8. PLATFORM EDGE FENCE/GUARDRAILS PER SCRRA STD ES5102
12. SIGNAGE, SEE SIGNAGE PLANS
26. LIGHT POLE

10 0 10 20
SCALE: 1"=10'

REV.	DATE		BY	APP.
0	02-06-19	CONFORMED	TJ	SG

DESIGNED BY E. GUERRERO
DRAWN BY E. GUERRERO
CHECKED BY M.T. CHEUNG
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
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Riverside, CA 92501-2110
(951) 320-7300

LICENSED ARCHITECT
MOSHIK MAH
No. C32034
EXP. 04/30/19
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

STATION ARCHITECTURE
DOWNTOWN REDLANDS STATION
OVERALL ELEVATION SHEET 2 OF 2

CONTRACT NO. 17-1001705
DRAWING NO. AS87101
REVISION
SHEET NO. 925 OF 2442
SCALE 1"=10'

2/14/2019 12:04:17 PM
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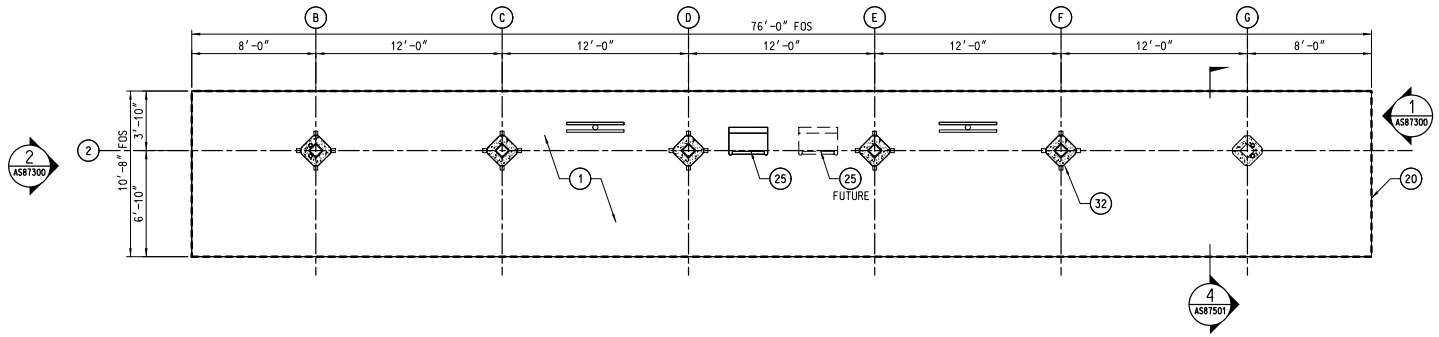
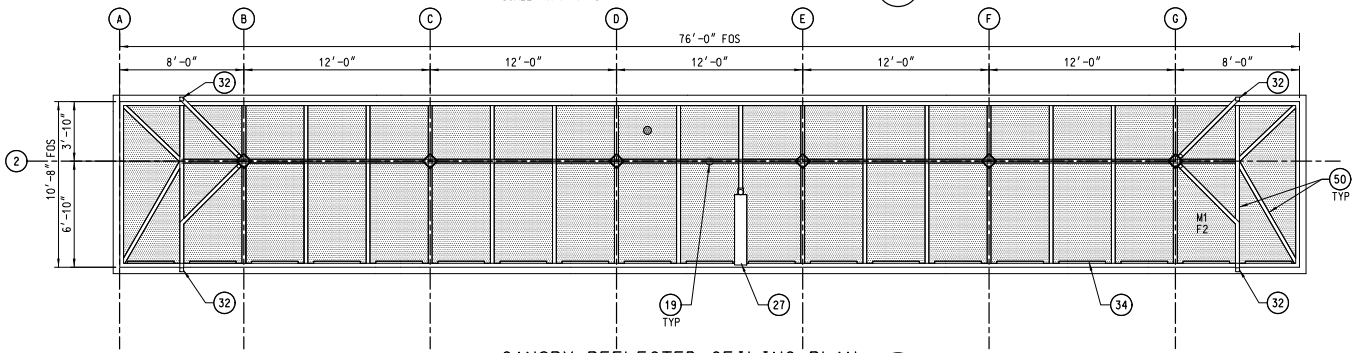
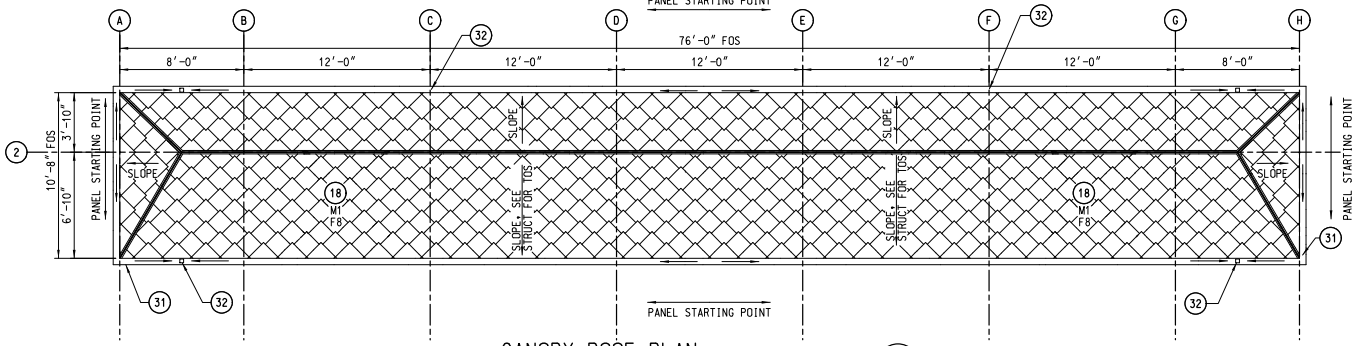


CANOPY FLOOR PLAN
SCALE: 1/4"=1'-0"



CANOPY REFLECTED CEILING PLAN
SCALE: 1/4"=1'-0"



CANOPY ROOF PLAN
SCALE: 1/4"=1'-0"

GENERAL NOTES:

1. DIMENSIONS ARE CL OF GRID, UNO
   TOP OF NEW PLATFORM/FINISH FLOOR = 0'-0"
   REFER TO CIVIL

CEILING LEGEND:

- EXPOSED AESS ACOUSTICAL CELLULAR ROOF DECK, SEE STRL
- RATED WOOD CEILING SYSTEM

MATERIAL ITEM LEGEND:

C1 CIP CONC
C2 CONC - LIGHT SAND FINISH PER SPECS
M1 PAINTED MTL
M2 ST STL
M3 BRUSHED ALUMINUM

FINISH LEGEND:

F1 PAINT (1) - FEDERAL STD - 17875 INSIGNIA WHITE
F2 PAINT (2) - FEDERAL STD - 36521 FLAT TAN
F3 PAINT (3) - FEDERAL STD - 34098 GREEN
F4 NOT USED
F5 NOT USED
F6 CONC W/ GRAFITTI RESISTANT FINISH
F7 RESIN DECORATIVE POLYMER FABRICATION(DPF) W/ 1" TRANSLUCENT VANDALPROOF HORIZONTAL FRITTED SURFACE, 2" OC
F8 PAINT (4) - FEDERAL STD - 30099 FLAT BROWN
F9 PAINT (5) - FEDERAL STD - 27038 SEMI GLOSS BLACK
F10 PAINT (6) - FEDERAL STD - 37038 FLAT BLACK

KEY NOTES:

1. PLATFORM
18. METAL ROOFING
19. CAMERA
20. CANOPY ABOVE
25. TVM, SEE COMMUNICATIONS
27. VMS, SEE COMMUNICATIONS
29. DISPLAY CASE - PER SCRRA STD ES3328
31. ROOF GUTTER
32. ROOF DRAIN
34. CANOPY LIGHTS - SEE ELECTRICAL
50. STEEL STRUCTURE

4 0 4 8
SCALE: 1/4"=1'-0"

REV.	DATE		BY	SUB.	APP.
1	08-31-18	ADDED CITY SIGNATURE	TJ		SG
0	02-06-19	CONFORMED	TJ		SG

DESIGNED BY E. GUERRERO
DRAWN BY E. GUERRERO
CHECKED BY M.T. CHEUNG
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
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Riverside, CA 92501-2110
(951) 320-7300

Accepted By
Michael Pool, Assistant City Engineer, R.C.E 49585

LICENSED ARCHITECT
MOSHIK MAH
No. C32034
Exp. 04/30/21
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

STATION ARCHITECTURE
DOWNTOWN REDLANDS STATION CANOPY PLAN
REFLECTED CEILING PLAN, ROOF PLAN

CONTRACT NO. 17-1001705
DRAWING NO. AS87200
REVISION
SHEET NO.
SCALE 1/4"=1'

8/9/2019 10:56:14 AM KCARR
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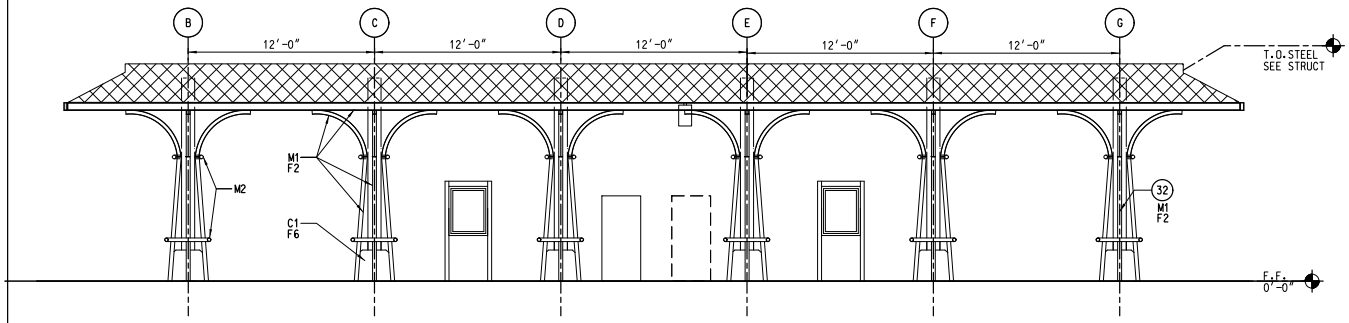
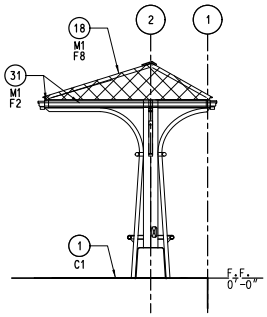
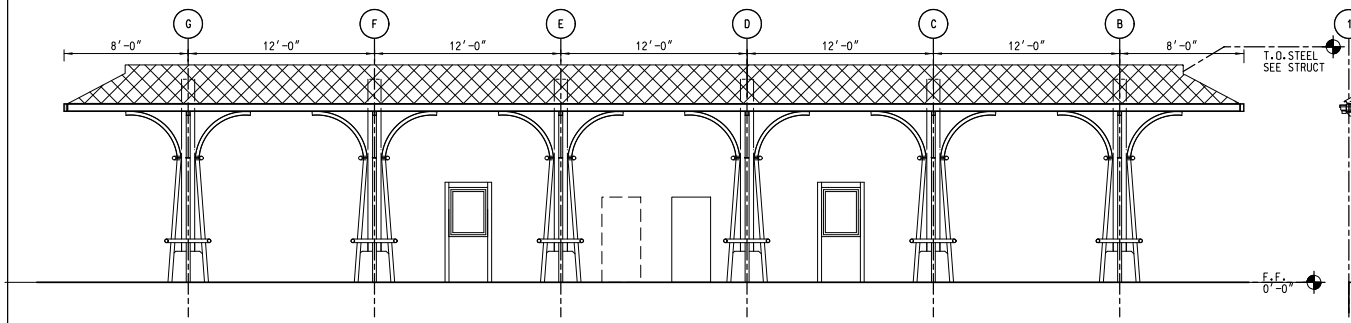


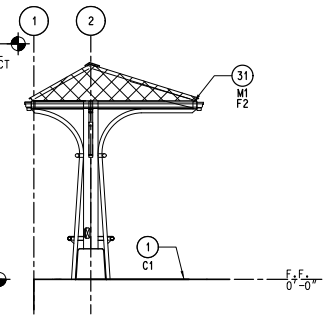
CANOPY TRAIN SIDE ELEVATION
SCALE: 1/4"=1'-0"
4 AS87300



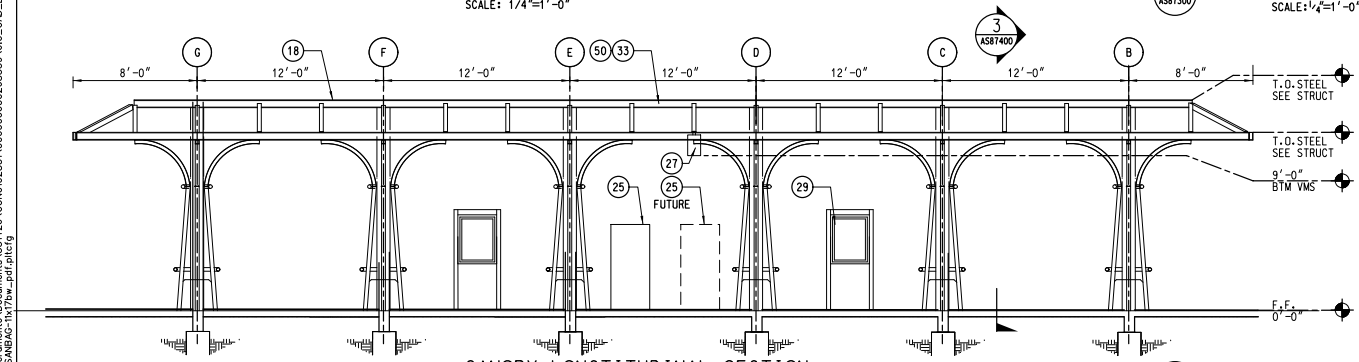
CANOPY SIDE ELEVATION
SCALE: 1/4"=1'-0"
1 AS87300



CANOPY REAR ELEVATION
SCALE: 1/4"=1'-0"
5 AS87300



CANOPY SIDE ELEVATION
SCALE: 1/4"=1'-0"
2 AS87300



CANOPY LONGTITUDINAL SECTION
SCALE: 1/4"=1'-0"
6 AS87300

GENERAL NOTES:

1. DIMENSIONS ARE CL OF GRID, UNO
   TOP OF NEW PLATFORM/FINISH FLOOR = 0'-0"
   REFER TO CIVIL

CEILING LEGEND:

EXPOSED AESS ACOUSTICAL CELLULAR ROOF DECK, SEE STRL

RATED WOOD CEILING SYSTEM

MATERIAL ITEM LEGEND:

C1 CIP CONC
C2 CONC - LIGHT SAND FINISH PER SPECS
M1 PAINTED MTL
M2 ST STL
M3 BRUSHED ALUMINUM

FINISH LEGEND:

F1 PAINT (1) - FEDERAL STD - 17875 INSIGNIA WHITE
F2 PAINT (2) - FEDERAL STD - 36521 FLAT TAN
F3 PAINT (3) - FEDERAL STD - 34098 GREEN
F4 NOT USED
F5 NOT USED
F6 CONC W/ GRAFITTI RESISTANT FINISH
F7 RESIN DECORATIVE POLYMER FABRICATION(DPF) W/ 1" TRANSLUCENT VANDALPROOF HORIZONTAL FRITTED SURFACE, 2" OC
F8 PAINT (4) - FEDERAL STD - 30099 FLAT BROWN
F9 PAINT (5) - FEDERAL STD - 27038 SEMI GLOSS BLACK
F10 PAINT (6) - FEDERAL STD - 37038 FLAT BLACK

KEY NOTES:

1 PLATFORM
18 METAL ROOFING
25 TVM, SEE COMMUNICATIONS
27 VMS, SEE COMMUNICATIONS
29 DISPLAY CASE - PER SCRRA STD ES3328
31 ROOF GUTTER
32 ROOF DRAIN
33 EXPOSED CEILING STRUCTURE
34 CANOPY LIGHTS - SEE ELECTRICAL
50 STEEL STRUCTURE

4 0 4 8
SCALE: 1/4"=1'-0"

REV.	DATE		BY	SUB.	APP.
1	08-31-19	ADDED CITY SIGNATURE	TJ		SG
0	02-06-19	CONFORMED	TJ		SG

DESIGNED BY E. GUERRERO
DRAWN BY E. GUERRERO
CHECKED BY M.T. CHEUNG
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

Accepted By
Michael Pool, Assistant City Engineer, R.C.E 49585

LICENSED ARCHITECT
MOSHIK MAH
No. C32034
Exp. 04/30/21
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

STATION ARCHITECTURE
DOWNTOWN REDLANDS STATION
CANOPY SECTION, ELEVATION

CONTRACT NO. 17-1001705
DRAWING NO. AS87300
REVISION
SHEET NO.
SCALE 1/4"=1'-0"

8/9/2019 10:57:39 AM KCARR
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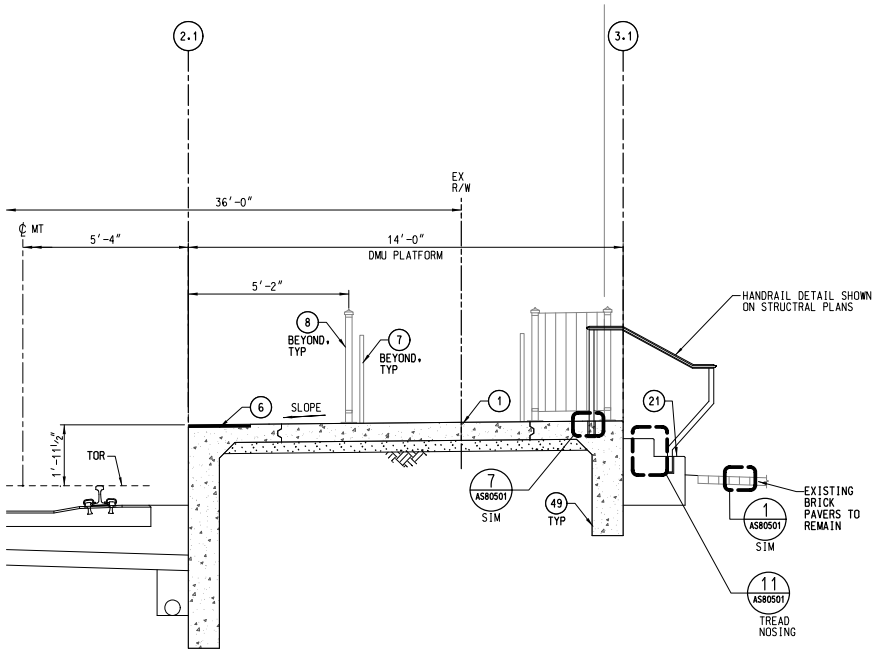
21-1002655 - DT Redlands Station Agreement - Exhibit B

GENERAL NOTES:

1. SEE AG00001 FOR KEY NOTES MASTER LIST
2. SEE AG00002 FOR SYMBOL LEGEND
3. SEE AG00003 FOR ABBREVIATIONS
4. FOR STRUCTURAL PLATFORM & CANOPY IMPROVEMENTS SEE STRUCTURAL PLANS
5. FOR TRACK & OFFSITE DRAINAGE IMPROVEMENTS SEE GRADING & DRAINAGE PLANS
6. FOR CIVIL IMPROVEMENTS, RAMPS & WALKWAYS SEE CIVIL PLANS, UNO
7. DIMENSIONS ARE CL OF GRID, UNO
8. TOP OF PLATFORM/FINISH FLOOR = 0'-0" REFER TO CIVIL FOR ELEVATION
9. FOR VIDEO SURVEILLANCE SYSTEMS SEE SECURITY CAMERA PLANS
10. FOR STATION COMMUNICATION IMPROVEMENTS SEE COMMUNICATION PLANS, UNO
11. SEE SPECS FOR SITE FURNISHINGS SCHEDULES

KEY NOTES:

1. PLATFORM
6. DETECTABLE WARNING TACTILE PER 2010 ADA STANDARDS SECTION 705
7. HANDRAILS & RAILINGS
8. PLATFORM EDGE FENCE/GUARDRAILS PER SCRRA ES5102 - ALSO SEE SW00103
21. STAIR
49. RETAINING WALL



WALL SECTION - RPRP PLATFORM

SCALE: 1/2"=1'-0"

3 AS87400

SCALE: 1/2"=1'-0"

REV.	DATE		BY	SUB.	APP.
1	07-19-19	ADDED CITY SIGNATURE	TJ	SG	
0	02-06-19	CONFORMED	TJ	SG	

DESIGNED BY E. GUERRERO
DRAWN BY E. GUERRERO
CHECKED BY M.T. CHEUNG
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

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2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

Accepted By
Savat Khamphou, Engineering Manager, R.C.E. 62019

LICENSED ARCHITECT
MOSHIK MAH
No. C32034
Exp. 04/30/21
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

STATION ARCHITECTURE
DOWNTOWN REDLANDS
SECTION - RPRP DMU

CONTRACT NO. 17-1001705
DRAWING NO. AS87400
REVISION
SHEET NO.
SCALE AS NOTED

8/9/2019 11:03:18 AM KCARR
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21-1002655 - DT Redlands Station Agreement - Exhibit B

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c:\pwworking\sac\d0990737\SANBAG-11x17bw_pdf.pltcfg

GENERAL NOTES:

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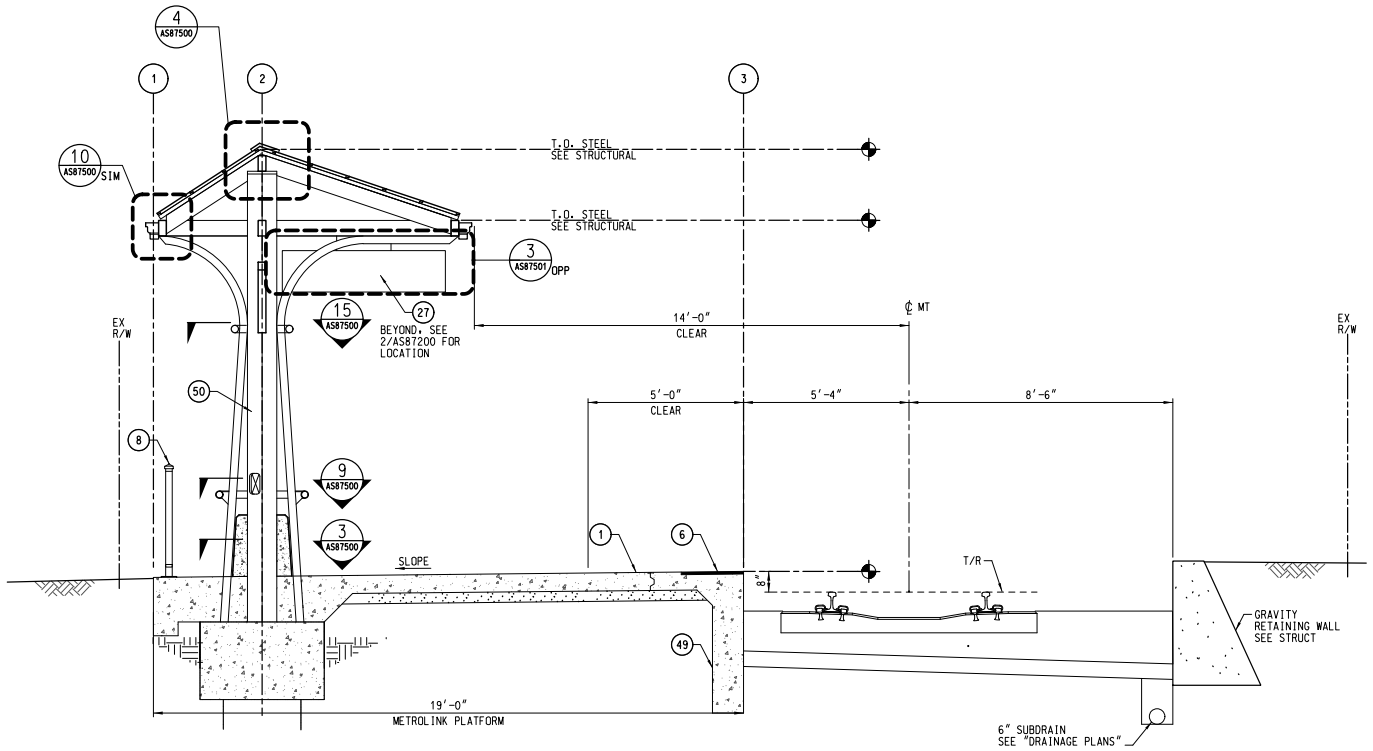
6. FOR CIVIL IMPROVEMENTS, RAMPS & WALKWAYS SEE CIVIL PLANS, UNO
7. DIMENSIONS ARE CL OF GRID, UNO
8. TOP OF PLATFORM/FINISH FLOOR = 0'-0" REFER TO CIVIL FOR ELEVATION
9. FOR VIDEO SURVEILLANCE SYSTEMS SEE SECURITY CAMERA PLANS
10. FOR STATION COMMUNICATION IMPROVEMENTS SEE COMMUNICATION PLANS, UNO
11. SEE SPECS FOR SITE FURNISHINGS SCHEDULES

KEY NOTES:

(1) PLATFORM
(6) DETECTABLE WARNING TACTILE PER 2010 ADA STANDARDS SECTION 705
(8) PLATFORM EDGE FENCE/GUARDRAILS PER SCRRA ES5102 - ALSO SEE SW00103
(49) RETAINING WALL
(50) STEEL STRUCTURE



WALL SECTION - SCRRA PLATFORM
SCALE: 1/2"=1'-0"

3 AS87401

2 0 2 4
SCALE: 1/2"=1'-0"

REV.	DATE		BY	APP.
1	08-31-19	ADDED CITY SIGNATURE	TJ	SG
0	02-06-19	CONFORMED	TJ	SG

DESIGNED BY E. GUERRERO
DRAWN BY E. GUERRERO
CHECKED BY M.T. CHEUNG
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

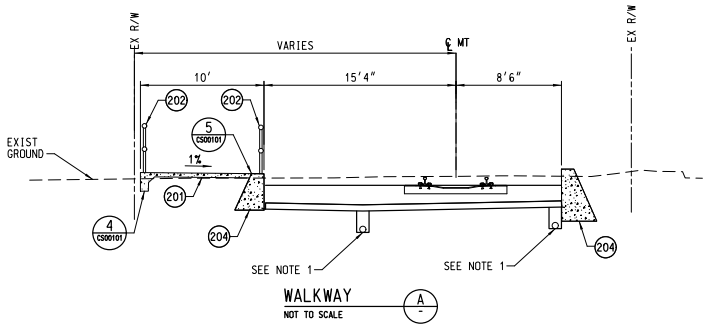
Accepted By
Michael Pool, Assistant City Engineer, R.C.E. 49585

LICENSED ARCHITECT MOSHIK MAH No. C32034 Exp. 04/30/21 STATE OF CALIFORNIA

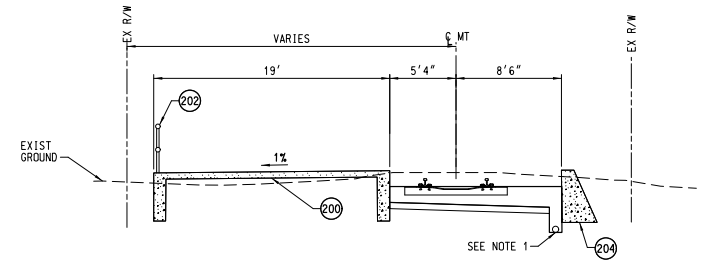
REDLANDS PASSENGER RAIL PROJECT

STATION ARCHITECTURE
DOWNTOWN REDLANDS STATION
CANOPY SECTION - SCRRA

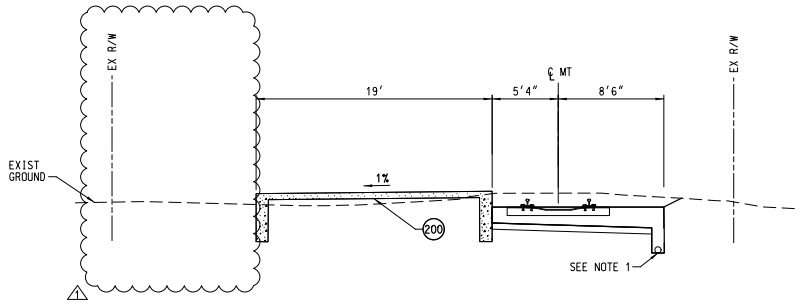
CONTRACT NO. 17-1001705
DRAWING NO. AS87401
REVISION | SHEET NO.
SCALE AS NOTED



WALKWAY (A)
NOT TO SCALE



PLATFORM (B)
NOT TO SCALE



PLATFORM & WALKWAY (C)
NOT TO SCALE

GENERAL NOTES:

1. FOR TRACK GRADING AND DRAINAGE, SEE TRACK GRADING AND DRAINAGE PLANS

CONSTRUCTION NOTES:

(200) PLATFORM - SEE STRUCTURAL PLANS
(201) CONST. 7" PCC WALKWAY PER SPPWC STD PLAN 112-2, 113-2, AND DETAIL A ON CR00006
(202) HANDRAILS - SEE ARCHITECTURAL PLANS
(204) RETAINING WALL - SEE STRUCTURAL PLANS

REV.	DATE		BY	APP.
1	02-06-20	CONFORMED	TJ	AS
0	02-06-19	CONFORMED	TJ	SG

DESIGNED BY L. HERNANDEZ
DRAWN BY J.K. ANDRES
CHECKED BY A. SHAH
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

REGISTERED PROFESSIONAL ENGINEER
THOMAS B. JACQUES
No. C63769
Exp. 9-30-2020
CIVIL
STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

DOWNTOWN REDLANDS STATION
DETAIL PLAN
SHEET 1 OF 2

CONTRACT NO. 17-1001609
DRAWING NO. CS87401
REVISION
SHEET NO.
SCALE AS SHOWN

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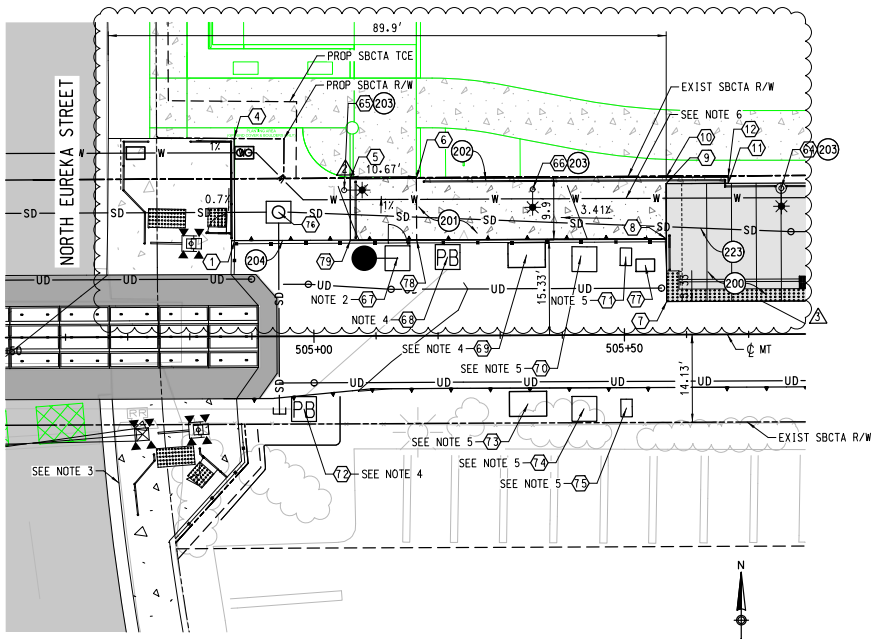

LEGEND

- PLATFORM
- CONCRETE WALKWAY
- SHEET OUTLINE

	STA.	OFFSET	DESCRIPTION	ELEV
1	504+87.31	15.45 LT	WALKWAY	1339.56 FS
4	504+87.28	31.88 LT	WALKWAY	1339.67 FS
5	505+05.94	25.33 LT	WALKWAY	1339.75 FS
6	505+16.61	25.33 LT	WALKWAY	1339.75 FS
7	505+56.82	5.33 LT	BEGIN PLATFORM	1341.31 FS
8	505+56.82	15.45 LT	BEGIN PLATFORM	1341.21 FS
9	505+56.82	24.33 LT	BEGIN PLATFORM	1341.12 FS
10	505+56.82	25.33 LT	WALKWAY	1341.11 FS
11	505+66.82	24.33 LT	PLATFORM	1341.28 FS
12	505+66.82	25.33 LT	WALKWAY	1341.27 FS
64	505+75.37	23.50 LT	LUMINAIRE	1340.9 FS
65	505+04.96	23.50 LT	LUMINAIRE	1341.00 GR
66	505+35.31	23.50 LT	LUMINAIRE	1340.2 FS
67	505+13.56	12.64 LT	UTILITY	1340.00 FS
68	505+21.58	12.64 LT	UTILITY	1340.11 FS
69	505+34.31	12.92 LT	UTILITY	1340.31 FS
70	505+43.45	12.21 LT	UTILITY	1340.50 FS
71	505+50.29	12.57 LT	UTILITY	1340.66 FS
72	504+98.35	11.72 RT	UTILITY	1339.98 FS
73	505+34.43	11.04 RT	UTILITY	1340.40 FS
74	505+43.45	11.87 RT	UTILITY	1340.67 FS
75	505+50.29	11.79 RT	UTILITY	1340.80 FS
76	504+94.39	20.00 LT	UTILITY	1335.57 FS
77	505+53.41	11.20 LT	UTILITY	1340.66 FS
78	505+16.61	15.45 LT	WALKWAY	1339.84 FS
79	505+05.94	15.45 LT	WALKWAY	1339.84 FS

N

10 0 10 20

SCALE: 1"=10'

GENERAL NOTES:

1. FOR OFFSITE & TRACK STORM DRAIN IMPROVEMENTS SEE TRACK GRADING AND DRAINAGE PLANS
2. FOR SIGNAL IMPROVEMENTS SEE SIGNALS PLANS
3. FOR ROADWAYS SEE CIVIL PLANS
4. FOR ELECTRICAL IMPROVEMENTS SEE ELECTRICAL PLANS
5. FOR COMMUNICATIONS IMPROVEMENTS SEE COMMUNICATIONS PLANS
6. FOR WATER SERVICE IMPROVEMENTS SEE STATION WATER SERVICE PLANS

CONSTRUCTION NOTES:

200 PLATFORM - SEE STRUCTURAL PLANS
201 CONST. 7" PCC WALKWAY PER SPPWC STD PLAN 112-2, 113-2, AND DETAIL A ON CR00006
202 HANDRAILS - SEE ARCHITECTURAL PLANS
203 LIGHTING - SEE ELECTRICAL PLANS
204 RETAINING WALL - SEE STRUCTURAL PLANS
223 CONST. 8" PLASTIC PIPE

REVISION CLOUDS FOR REVISIONS 1 AND 2 REMOVED FOR CLARITY, DELTAS REMAIN

REV.	DATE		BY	APP.
3	07-06-20	RFI 0613	TJ	AS
2	01-15-20	RFI 0371	TJ	AS
1	12-05-19	RFI 0324	TJ	AS
0	02-06-19	CONFORMED	TJ	SG

DESIGNED BY L. HERNANDEZ
DRAWN BY J.K. ANDRES
CHECKED BY A. SHAH
APPROVED BY R. KLOVSKY
DATE 5-18-2018

San Bernardino County Transportation Authority

HDR
2280 Market Street, Suite 100
Riverside, CA 92501-2110
(951) 320-7300

REGISTERED PROFESSIONAL ENGINEER THOMAS B. JACQUES No. C63769 Exp. 9-30-2020 CIVIL STATE OF CALIFORNIA

REDLANDS PASSENGER RAIL PROJECT

DOWNTOWN REDLANDS STATION
DETAIL PLAN
SHEET 2 OF 2

CONTRACT NO. 17-1001705
DRAWING NO. CS87402
REVISION | SHEET NO.
SCALE AS SHOWN

6/16/2020 7:58:16 AM TJACQUES
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Exhibit "C"

Parking Easement

PARKING EASEMENT AGREEMENT

This Parking Easement Agreement (this "Agreement") is dated for reference purposes as of the 15th day of October, 2021 ("Agreement Date"), and is entered into by and between Redlands Railway District LLC, a California Limited Liability Company ("District"), and the City of Redlands, a general law city and a municipal corporation duly organized and existing under the Constitution and the laws of the State of California ("City"). District and City are sometimes hereinafter referred to individually as a "Party" and, together, as the "Parties." District also includes the successors and assigns of District, and City also includes the successors and assigns of City. This Agreement shall become effective upon "completion" of construction of the Parking Structure as such term is defined below in section 2 hereof ("Effective Date").

RECITALS

WHEREAS, District is the owner of fee title to that certain real property situated in the city of Redlands, California, that is more particularly described on Exhibit "A," attached hereto and incorporated herein by this reference (the "Property"). As of the Agreement Date, District proposes to develop a new 3-story parking structure on the Property that will consist of up to approximately 374 parking spaces, restaurant and retail uses, and incidental improvements and facilities (collectively, the "Parking Structure"); and

WHEREAS, District desires to convey to City, and City desires to acquire from District, certain irrevocable and permanent easement rights on, in, over, and across portions of the third floor (the "Easement Area") of the Parking Structure which District proposes to construct on the Property, and driveways and pedestrian pathways that provide ingress and egress to and from the adjacent public streets and the Parking Structure for City's provision of public parking of a minimum of two hundred (200) spaces, which Easement Area is more particularly described and depicted in Exhibit "B" attached hereto and incorporated herein by reference; and

WHEREAS, District and City acknowledge that the fair market value of the easement rights being conveyed by District to City pursuant to this Agreement is the sum of One Million Eight Hundred Eighty Thousand Dollars ($1,880,000), which represents fair consideration for City's prior conveyance of the Property to District and City's in-kind services contribution as described in Section 3, below;

NOW, THEREFORE, based upon the foregoing Recitals, and for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Parties, District and City agree as follows:

AGREEMENT

Section 1. Recitals. The foregoing Recitals are true and correct and incorporated herein by this reference.

Section 2. Grant of Easement. District hereby grants to City, and City hereby accepts from District, an exclusive easement on, in, over, and across the Easement Area for the purposes

and uses identified in Section 4 below, and a non-exclusive floating easement for necessary ingress and egress over, across, in and through the Property to the Easement Area. In accordance with the Recitals hereof, this easement shall be effective upon the date of District's written notice to City that District has completed construction of the Parking Structure.

Section 3. In-Kind Services Contribution. In further consideration of District's long term maintenance obligations undertaken for the Parking Structure as described herein, City shall provide a credit to District in the amount of Eighty Thousand Dollars ($80,000), commencing as of the Effective Date of this Agreement, which shall be applied by City towards District's obligation for payment of any fees associated with City's staff's processing of City land use entitlements or permits associated with any District or its affiliated company development project applications submitted to City subsequent to the Effective Date of this Agreement.

Section 4. Use of Easement Area. City shall be entitled to utilize the Easement Area for City's provision of public parking of standard passenger vehicles and for any other uses of City's choosing that are reasonably ancillary thereto, excepting the following (collectively, the "Prohibited Uses"): (i) the storage, handling, or transport of explosives; (ii) the storage, handling, or transport of Hazardous Materials (as defined in Section 12); (iii) the storage, handling, or transport of sand, gravel, and similar construction materials; (iv) the storage, handling, or transport of highly flammable or combustible materials, including gasoline or other fuel products; (v) manufacturing uses; and (vi) any uses prohibited by law. District shall not obstruct City's access to or use of the Easement Area consistent with the foregoing except to the extent reasonably necessary to maintain, repair, improve, and replace improvements within the Easement Area as provided herein, and with the understanding that District and City shall mutually and reasonably agree upon the time, place and manner of any entry by District onto the Easement Area for such purposes.

Section 5. Easement Area Rights and Obligations.

A. Parking Space Signs/Markings. City shall be responsible for the cost of any signs and markings desired or requested by City to indicate the reserved or designated nature of the parking spaces within the Easement Area.

B. Enforcement and Towing. District shall cooperate with City and take reasonable actions to enforce City's rights to reserved use of the designated parking spaces within the Easement Area including, without limitation, providing for the issuance of parking citations and/or towing of unauthorized vehicles.

C. Reasonable Care in Exercise of Rights. City agrees to use reasonable care in exercising the rights granted by this Agreement and agrees to not unreasonably increase the burden on District's use of the Parking Structure.

D. Parking Charges. City shall have the sole right and discretion to determine whether any fees or charges shall be imposed for the use by the public of parking spaces within the Easement Area. Should the City elect to charge the public for parking spaces, any and all obligations and costs associated with collecting said charges shall be borne exclusively by City.

Section 6. Term. Subject to Sections 19 and 21 herein below, this Agreement and the rights and obligations set forth herein shall continue in effect in perpetuity.

Section 7. Insurance. During the entire Term of this Agreement, District shall obtain, maintain in effect, and pay for a policy or policies of insurance against loss or damage to the Parking Structure and the Property resulting from fire, lightning, vandalism, malicious mischief, riot and civil commotion, and such other perils ordinarily included in extended coverage fire insurance policies. Insurance limits shall be not less than one hundred percent (100%) of the full insurable value of the Parking Structure and the improvements on the Property, including without limitation the portion of the Parking Structure in the Easement Area. As used herein, the term "full insurable value" means actual replacement cost, excluding the cost of excavation, foundations, and footings below the lowest floor and without deduction for depreciation, of the improvements on the Property immediately before such casualty or other loss, including the cost of construction, architectural and engineering fees, and inspection and supervision. Such insurance coverage shall be with an insurer with a minimum Best's Insurance Guide rating of A:VII (or equivalent, if such insurance guide is discontinued or not available), such insurance shall be primary and not contributing with any insurance maintained from time to time by City, and the policy shall contain such an endorsement. The insurance policy or the certificate of insurance shall contain a waiver of subrogation for the benefit of the City. District shall provide City with continuous proof that such insurance remains in effect not less than fifteen (15) days prior to the expiration or termination of District's then-existing insurance policy or otherwise as may be reasonably requested by City, with the form and content of such proof to be reasonably satisfactory to City. In addition to the foregoing, during the entire Term of this Agreement, City shall obtain and maintain in effect commercial general liability, automobile liability, and worker's compensation insurance meeting the minimum requirements set forth in Exhibit "C" attached hereto and City shall at all times comply with the provisions set forth therein. City may request in writing to District that City be permitted to self-insure to cover any risk of loss required to be insured by City hereunder and, in such event, District shall not unreasonably disapprove such request.

Section 8. Indemnity. Each Party shall defend and indemnify the other Party as follows:

A. District shall indemnify, defend, and hold harmless City and City's elected and appointed officials, officers, employees, agents, contractors, representatives, successors, and assigns (collectively, the "City Indemnified Parties") from and against any and all losses, damages, liens, liabilities, statutory fines or penalties, claims, and causes of action which any such City Indemnified Party may suffer or incur as a consequence of District's activities or failure to act pursuant to the scope of duties allotted to District under Sections 9 and 10 of this Agreement, including, without limitation, (i) any such loss, damage, or liability arising due to the lack of availability for an unreasonable time period of the Easement Area for the purposes provided herein; (ii) the failure of District to perform Capital Repair/Replacement Work or any maintenance work within a reasonable time frame that is District's responsibility within or with respect to the Easement Area, including without limitation structural supports; (iii) any personal injury or death or property damage, (iv) any actual or alleged violation by District or any of its permittees of any Hazardous Materials Laws (as that term is defined in Section 12 herein below); (v) any loss,

damage, or liability arising due to any liens placed upon the Easement Area; and/or (vi) any liability incurred by City based upon District's breach of this Agreement; provided, however, the foregoing indemnification obligations of District shall not apply to any losses, damages, liens, liabilities, statutory fines or penalties, claims, and causes of action to the extent caused by the gross negligence or intentional misconduct of City or any of the City Indemnified Parties.

B. City shall indemnify, defend, and hold harmless District and District's partners, members, managers, principals, employees, shareholders, officers, directors, agents, contractors, consultants, lenders, representatives, heirs, successors, and assigns (collectively, the "District Indemnified Parties") from and against any and all losses, damages, liens, liabilities, statutory fines or penalties, claims, and causes of action which any such District Indemnified Party may suffer or incur as a consequence of City's or City's permittees' entry upon, or actions with respect to, this Agreement, the Easement Area, and City's Uses, including, without limitation, (i) any loss, damage, or liability arising due to any liens placed upon the Easement Area and/or the Property (other than liens for real property taxes and assessments, (ii) any personal injury or death or property damage, (iii) any actual or alleged violation by City or any of its permittees of any Hazardous Materials Laws (as that term is defined in Section 13 herein below); and/or (iv) any liability incurred by District based upon City's breach of this Agreement; provided, however, the foregoing indemnification obligations of City shall not apply to any losses, damages, liens, liabilities, statutory fines or penalties, claims, and causes of action to the extent caused by the gross negligence or intentional misconduct of District or any of the District Indemnified Parties. Notwithstanding the foregoing portion of this Section 8, the City shall not be responsible to District or to any third parties in any way for (a) any defects in the plans and specifications for the Parking Structure or any Capital Repair/Replacement Work, or (b) any structural or other defects, latent or patent, in any work done according to the approved plans and specifications for the Parking Structure or any Capital Repair/Replacement Work. District shall hold harmless, indemnify and defend the City Indemnified Parties from and against any claims or suits for damages to property or injuries to persons (including death) arising out of or in any way relating to defects, latent or patent, in the plans and specifications or the actual construction work and improvements comprising the Parking Structure or any Capital Repair/Replacement Work, including, without limitation, the violation of any governmental regulations, or arising out of or in any way relating to any defects in any work done and/or improvements completed according to approved plans and specifications therefor.

C. This Section 8 shall survive any termination of this Agreement as to City acts or omissions occurring prior to the termination of this Agreement.

Section 9. Maintenance of Easement Area. District shall be responsible for and shall pay for all costs for maintenance, repair, and replacement of all improvements, furnishings, fixtures, and equipment, and personal property situated within the Easement Area from time to time, with no contribution by City (except as provided in Section 3 hereof); provided, however, that said responsibility of District shall exclude that portion of the Capital Repair/Replacement Work that is City's responsibility in accordance with Section 10 of this Agreement. In addition, City shall be responsible for and shall pay for all costs for repair and replacement of any of the improvements, furnishings, fixtures, and equipment, and personal property situated from time to time within the Easement Area that result from damages caused by City or any of City's permittees,

Not by way of limitation of the foregoing, City's maintenance, repair, and replacement obligations shall include, but shall not be limited to, the following: (i) maintenance of asphalt parking, and driving surfaces within the Easement Area (except superstructure and concrete surfaces which are the responsibility of District) in a smooth condition evenly covered with the type of surface material originally installed thereon, or such substitute thereof as shall be in all material respects equal thereto in quality and durability; (ii) removal of all oil drippings, papers, debris, filth, and refuse from the Easement Area (other than designated trash receptacles); (iii) cleaning, maintaining, and replacing lighting fixtures within the Easement Area, and re-lamping and re-ballasting the same as needed; (iv) repainting of striping, markers, and directional signs within the Easement Area as needed; and (v) the lighting system as installed by District. The Easement Area shall be maintained in good condition in accordance with any standards imposed by any government authority having jurisdiction over the Easement Area. Notwithstanding the above, District shall be responsible for all costs for repair and replacement of any of the improvements, furniture, fixtures, and equipment and personal property situated from time to time within the Easement Area that result from damages caused by District or any of District's permittees.

Section 10. Capital Repair/Replacement Work. Subject to City's limited responsibilities in Section 9, District shall be responsible for performing any Capital Repair/Replacement Work that may be required from time to time with respect to the Parking Structure and the Property, and any ingress and egress to and from the Parking Structure and public streets, with no contribution by City. As used herein, the term "Capital Repair/Replacement Work" shall include repair and replacement, as needed, of the foundations, superstructure, walls, exit stairs, access ramps, the concrete flooring and parking surfaces, walls, ceilings, and structural elements of the Parking Structure in and about the Easement Area. District and City must mutually agree with respect to any such Capital Repair/Replacement Work that either Party believes is or may be required and with respect to the time, place, and manner for performance of such work, subject to their mutual agreement that the Parking Structure shall be maintained in compliance with all applicable laws and regulations promulgated and enforced by governmental agencies with jurisdiction over the Property and in good condition and repair, consistent with District's use of the Property.

Section 11. Alterations and Improvements; No Operating Covenant. Subject to compliance with all applicable laws and regulations promulgated and enforced by governmental agencies with jurisdiction over the Property, District shall have the right to expand, contract, or otherwise alter the portion of the Parking Structure outside the Easement Area at its sole cost and expense without City's prior written consent, as long as District's alterations do not obstruct, impair, or diminish City's use of the Easement Area.

Section 12. No Liens. City shall not allow to be recorded against the other than with respect to the Easement Area on a basis subordinate to a first trust deed loan which affects the Property any mechanics' or materialmen's, lis pendens, or other lien arising out of its use of the Easement Area or this Agreement. If any such lien other than as permitted pursuant to the foregoing portion of this Section 12 shall at any time be recorded against the Property and City fails, within ten (10) days after the date of City's receipt of notice of the imposition of any such lien, to either pay or discharge the same, then District may pay such claim and the amount so expended by District shall be reimbursed by City within five (5) days after receipt of District's

invoice therefor. If City desires to contest the validity of any such lien or claim in good faith, it shall notify District of its intention to do so within five (5) days after the filing of the lien and, as a condition thereto, City shall at its expense post an appropriate bond for the benefit of District and the Property, in an amount sufficient to protect the District from any loss as a result of the lien or claim. In the event of any such contest, City shall protect and indemnify District against all loss, cost, expense, and damage resulting therefrom.

Section 13. Compliance with Laws. City shall, at its sole cost and expense, (i) comply with all federal, state, and local laws, statutes, ordinances, building codes, rules, and regulations applicable to this Agreement and City's occupancy and use of the Easement Area, including, without limitation, all Hazardous Materials Laws. As used herein, the term "Hazardous Material Law" means any federal, state, or local law, ordinance, or regulation, any order, demand, or guidance document of any governmental agency or any licenses or permits relating to any Hazardous Material. As used herein, the term "Hazardous Material" means any substance, material, or waste which is or becomes regulated by the United States government, the State of California, or any local or other governmental authority, including, without limitation, any material, substance, or waste which is (i) defined as a "hazardous waste," "acutely hazardous waste," "restricted hazardous waste," or "extremely hazardous waste" under Sections 25115, 25117 or 25122.7, or listed pursuant to Section 25140 of the California Health and Safety Code; (ii) defined as a "hazardous substance" under Section 25316 of the California Health and Safety Code; (iii) defined as a "hazardous material," "hazardous substance," or "hazardous waste" under Section 25501 of the California Health and Safety Code; (iv) defined as a "hazardous substance" under Section 25281 of the California Health and Safety Code; (v) petroleum; (vi) asbestos; (vii) a polychlorinated biphenyl; (viii) listed under Article 9 or defined as "hazardous" or "extremely hazardous" pursuant to Article 11 of Title 22 of the California Code of Regulations, Chapter 20; (ix) designated as a "hazardous substance" pursuant to Section 311 of the Clean Water Act (33 U.S.C. Section 1317); (x) defined as a "hazardous waste" pursuant to Section 1004 of the Resource Conservation and Recovery Act (42 U.S.C. Section 6903); (xi) defined as a "hazardous substance" pursuant to Section 101 of the Comprehensive Environmental Response, Compensation and Liability Act (42 U.S.C. Section 9601); or (xii) any other substance, whether in the form of a solid, liquid, gas, or any other form whatsoever, which by any governmental requirements either requires special handling in its use, transportation, generation, collection, storage, treatment or disposal, or is defined as "hazardous" or is harmful to the environment or capable of posing a risk of injury to public health and safety. In the event City or any of City's permittees causes a release, spill, or discharge of Hazardous Materials on, in, under, or in the vicinity of the Property City shall promptly remediate such release, spill, or discharge in compliance with all applicable Hazardous Materials Laws and at no expense to District and, not by way of limitation of the foregoing obligation, City's indemnity obligations set forth in Section 6 of this Agreement shall apply.

Section 14. Estoppel Certificates. Each Party, upon the written request of the other Party (which may not be more frequent than two (2) times during any calendar year), shall issue to the requesting Party, the requesting Party's existing or prospective mortgagee or a potential successor of such requesting Party, within ten (10) business days of receipt of any such request, an estoppel certificate stating (i) whether the responding Party knows of any default under this Agreement by it or the requesting Party and, if there are known defaults, specifying the nature thereof; (ii) that the Agreement has not, to such responding Party's knowledge, been modified or amended in any

way, except as may be of record or otherwise disclosed by the responding Party; (iii) that to the responding Party's knowledge, this Agreement is in full force and effect; and (iv) those amounts, if any or applicable, then owed by the requesting Party or the responding Party under this Agreement.

Section 15. Amendment. This Agreement shall not be amended orally, and no executory agreement shall be effective to waive, change, modify, or discharge it, in whole or in part, unless such executory agreement is in writing and is signed by the Party against whom enforcement of any waiver, change, modification, or discharge is sought.

Section 16. Assignment. District may assign any and all of its rights and obligations with respect to this Agreement without the prior consent of City, to any purchaser of the Property. City may assign any and all of its rights and obligations with respect to this Agreement only to a party that is responsible for operation of City's Uses with respect to the Property. From and after the date of any assignment that is permitted in accordance with this Agreement, the assignor/transferor automatically shall be released from each and every obligation, responsibility, and liability arising under this Agreement and the other Party's sole recourse hereunder shall be against the assignee/transferee. Any unpermitted assignment shall be null and void unless approved by both Parties in writing, with each Party reserving the right to disapprove such assignment in its sole and absolute discretion. At the time of any permitted assignment the assignor/transferor, assignee/transferee, and the other Party to this Agreement shall enter into an assignment and assumption agreement reasonably satisfactory to all parties consistent with the foregoing.

Section 17. Agreement Binding Upon Successors. This Agreement shall be binding upon and inure to the benefit of the successors and assigns of the respective Parties.

Section 18. Subordination; Mortgagee Protection. This Agreement and City's rights hereunder shall be senior and superior to the rights of the holder of any deed of trust, mortgage, or other security instrument encumbering the Property (collectively, a "Mortgage"). In the event there is an outstanding Mortgage encumbering the Property on the Effective Date of this Agreement, or District is causing a Mortgage to be recorded against the Property concurrently with the recordation of this Agreement, District shall cause the holder of such Mortgage to execute and deliver to City and/or record against the Property an agreement acknowledging the senior and superior status of City's rights hereunder and this Agreement to the rights and security interest of the holder of the Mortgage in and to the Property ("Subordination Agreement"), and the form and content of the Subordination Agreement shall be reasonably acceptable to City's counsel. Subject to the foregoing, no violation or breach of any of the covenants, agreements, and restrictions set forth in this Agreement shall affect or impair the liens and rights of a holder of a Mortgage which is now or hereafter recorded against the Property or any portion thereof, or the rights of any person or entity who acquires the Property based upon the foreclosure of such Mortgage or through a conveyance by deed in lieu of foreclosure, or any successor or assignee of any of them. The Parties shall amend this Agreement to make such commercially reasonable modifications to this Section 17 as may be required by any existing or prospective holder of a Mortgage.

Section 19. Casualty Loss. District shall not be deemed to be in default of this Agreement if the Parking Structure within which a portion of the Easement Area is situated is damaged or destroyed due to a casualty loss. In such event, however, District and City shall consult and cooperate with one another as to appropriate repair and replacement solutions and District shall be responsible to commence and complete the repair and replacement of the damaged or destroyed elements of the Parking Structure (and any other destroyed or damaged improvements within the Easement Area) as promptly as practical with the objective of restoring the same as closely as practical to the condition such improvements were in immediately prior to the casualty loss. Promptly following City's request therefor, District shall provide to City all available plans and specifications, names of design professionals and contractors, and construction contracts for such work. District shall have the right to expand, contract, or otherwise modify the Parking Structure (i) subject to City's prior written consent, which shall not be unreasonably withheld, conditioned, or delayed so long as such change does not have any non-diminimus adverse effect on City's use or enjoyment of the Easement Area upon completion of the work, nor impose any additional expense or charge on City; or (ii) as required by applicable law.

Section 20. Defaults and Remedies.

A. Failure by any Party to perform any action or covenant required by this Agreement within the time periods provided herein, or otherwise, following notice shall constitute a "Default" under this Agreement. A Party claiming a Default shall give written Notice of Default to the other Party specifying the Default complained of. Except as otherwise expressly provided in this Agreement, the claimant shall not institute any proceeding against the other Party if such Party within thirty (30) days after the date of such Notice of Default immediately cures, corrects or remedies such failure or delay.

B. Except as otherwise specifically provided herein, upon the occurrence of a Default, and the expiration of the applicable cure period pursuant to subsection A above, the non-defaulting Party shall have the right, in addition to any other rights or remedies, to institute any action at law or in equity to cure, correct, prevent or remedy any Default, or to recover damages for any Default, or to obtain any other remedy consistent with the purpose of this Agreement. Such legal actions must be instituted in the Superior Court of the County of San Bernardino, State of California, or in the Federal District Court for the Central District of the State of California. Notwithstanding anything herein to the contrary, a Party's right to recover damages in the event of a Default by the other Party shall be limited to recovery of actual damages and shall exclude consequential damages.

C. 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, except as otherwise expressly provided herein.

D. Any failures or delays by any Party in asserting any of its rights and remedies as to any Default shall not operate as a waiver of any Default or of any such rights or remedies, or deprive such Party of its right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert or enforce any such rights or remedies.

Section 21. Reversion. If City determines that it no longer has need of the Easement Area, as determined in its sole and absolute discretion, City shall notify District in writing of same ("Disposition Notice") no less than sixty (60) days before its intent to discontinue use of the Easement Area. Upon City providing District with the Disposition Notice, this Agreement shall terminate and the Easement Area shall automatically revert back to District exclusively together with all rights and privileges afforded herein

Section 22. Non-Dedication. Nothing contained in this Agreement shall be deemed to be a gift or dedication of any portion of the Parking Structure to the general public or for any public use or purpose whatsoever, it being the intention of the Parties and their successors and permitted assigns that nothing in this Agreement, express or implied, shall confer upon any person, other than the Parties and their successors and permitted assigns, any rights or remedies under or by reason of this Agreement.

Section 23. Attorneys' Fees. If any action is commenced to enforce or interpret any provision of this Agreement, or arising out of this Agreement, the prevailing Party, as determined by a final court judgment, shall be entitled to recover from the other Party, in addition to costs and any other relief, such reasonable attorneys' fees incurred in the action as the court may award, including attorneys' fees for a Party's use of in-house counsel.

Section 24. Authority. The individuals executing this Agreement represent and warrant that they are duly authorized to execute this Agreement on behalf of their respective principals.

Section 25. Governing Law. This Agreement shall be construed and enforced in accordance with the laws of the State of California, without regard to conflicts of law principles.

Section 26. Time and Excusable Delays. The time for performance of an obligation, other than the payment of money, shall be extended for the period during which a Party is prevented from performing by the act or omission of another Party to this Agreement, acts of God, government, or other force or event without the fault and beyond the reasonable control of such Party.

Section 27. Waiver. No right or remedy under this Agreement shall be deemed to have been waived unless the waiver is in writing and signed by the Party to be charged. One waiver shall not be interpreted as a continuing waiver.

Section 28. Exhibits. All Exhibits attached and referred to in this Agreement are hereby incorporated herein as though fully set forth herein and shall be deemed to be a part of this Agreement.

Section 29. Entire Agreement. This Agreement, and the exhibits referenced herein or attached hereto, set forth and contain the entire understanding and agreement of the Parties with respect to the subject matter addressed herein, and there are no oral or written representations, understandings, or ancillary covenants, undertakings, or agreements which are not contained or expressly referred to herein and no testimony or evidence of any such representations,

understandings, or covenants shall be admissible in any proceedings of any kind or nature to interpret or determine the provisions or conditions of this Agreement.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date of this Agreement.

CITY OF REDLANDS

By: _____
Paul W. Foster, Mayor

REDLANDS RAILWAY DISTRICT, LLC
a California limited liability company

BY ITS MANAGER:
JUDSON & BROWN, LLC,
a Nevada limited liability company

By: _____
Donald J. Berry, Jr., Manager

ATTEST:

_____
Jeanne Donaldson, City Clerk

Exhibit "D"

Maintenance Schedule

Maintenance Schedule

ITEM	FREQUENCY
Landscape/Irrigation	Twice Monthly
Trash Pickup & Cleanup	Daily
Platform Washing	Weekly
Graffiti Removal	As Needed
Plumbing/Electrical	Annually or As Needed
Vandalism Repairs	As Needed
Storm Drain System (including inlets)	As Needed

Facilities owned or operated by SCRRA located on Non-Operating Property which are outside the scope of this Maintenance Schedule include:

- CCTV Security Cameras
- Commuter Information System (CIS) signs
- Ticket Vending Devices (TVD)

City Council/Successor Agency Meeting **L. 6.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Consideration of Ordinance No. 2945, adding Chapter 13.67 to the Redlands Municipal Code relating to the establishment of regulations governing organic waste disposal and determination 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 (Assistant City Manager Boatman)

MOTION(S):

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

Mayor requests the City Clerk to read the title of Ordinance No. 2945.

I move to waive further reading of, and to introduce, Ordinance No. 2945.

RECOMMENDATION:

Staff recommends that the City Council determine that adoption of Ordinance No. 2945 is exempt from environmental review pursuant to Sections 15308 of the State's guidelines implementing the California Environmental Quality Act and further recommends adoption of Ordinance No. 2945 relating to the establishment of regulations governing organic waste disposal to meet state legislative requirements outlined in Assembly Bill 341, Assembly Bill 1826, and Senate Bill 1383.

DISCUSSION:

The Facilities and Community Services Department, Solid Waste Division operates automated refuse, recycling, and green waste collection for approximately 19,000 single-family residential units. California Senate Bill (SB) 1383 was enacted in 2016 and established methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SCLP). To reduce methane emissions from landfills, the bill established goals to;

- Reduce organic waste disposal 50% by 2020 and 75% by 2025 compared to 2014 levels; and
- Recover at least 20% of currently disposed of surplus food for human consumption by 2025.

SB 1383 required the California Department of Resources, Recycling, and Recovery (CalRecycle) to adopt regulations to achieve the targeted goals for reducing organic waste disposal in landfills. The regulations took effect on January 1, 2022. Subsequently, Cal Recycle went through a multi-year process to develop regulations, soliciting feedback and input from all stakeholders. The rulemaking and regulation process started in 2017, with the final regulations being adopted in November 2020, approximately a year later than anticipated.

SB 1383 regulations are wide-ranging, imposing multiple requirements on local jurisdictions, haulers, waste generators, landfill operators and recycling facility operators. The regulations are also prescriptive and contain specific requirements that all jurisdictions, including the City of Redlands must apply. This is in contrast with prior California solid waste laws and regulations that allowed jurisdictions to develop individual plans to meet state goals. The following are some of the major obligations SB 1383 regulations impose on the City and other covered jurisdictions:

- Adopt an enforceable ordinance by January 1, 2022, requiring organic waste generators, haulers and other entities within the jurisdiction to comply with regulations;
- Implement programs to recover organic materials from all residential and commercial waste generators, including multi-family residential complexes;
- Implement a container contamination minimization program to monitor waste, recycle and organic container contents and reduce contamination. The program will include route reviews and/or waste evaluation, as well and follow-up notifications to generators with violations;
- Implement outreach and education programs to notify generators about diversion program requirements;
- Implement edible food recovery (rescue) programs to divert surplus edible food to food banks for distribution to residents;
- Notify "Tier One" and "Tier Two" edible food generators (as defined in SB 1383 regulations) about requirements;
- Procure recovered organic waste products such as compost or mulch in

quantity and quality that meets or exceeds the target specified by CalRecycle;
- Procure recycled paper products with at least 30% post-consumer recycled content;
- Implement compliance reviews for all commercial and multi-family generators with two or more cubic yards of solid waste (trash, organics, recycling combined) per week;
- Take enforcement actions including issuing Notices of Violations (which provides a period of time for generators to come into compliance) and ultimately assessing penalties via the administrative citation process for generators that are not in compliance as of January 1, 2024; and
- Maintain all implementation records in a central location that can be made available to CalRecycle within ten business days. The implementation records will include but are not limited to, information about inspections, enforcement actions, outreach and education, program descriptions, procurement activities, edible food recovery programs, etc.

The Facilities and Community Services Department, 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. Since the implementation of the drop-off program, the City has diverted 42.21 tons (90,420 pounds) of organic waste from the landfill . The City currently has over 25 commercial and/or multi-family complexes participating in the organics waste reduction program.

However, in order to fully comply with SB 1383 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.

To address these regulatory requirements, the City is taking the following steps:

- Researching various software systems that will aid in the identification, tracking and implementation of local ordinances and state regulations. Such a system will also track compliance status to easily report to CalRecycle annually via the City's Electronic Annual Report (EAR).
- Presenting this enforceable ordinance based on CalRecycle's "Model Mandatory Organic Waste Disposal Reduction Ordinance" for City Council consideration.

SB 1383 regulations require all jurisdictions to adopt an enforceable ordinance to implement relevant provisions of SB 1383. The proposed Chapter 13.67 will require organic waste generators, including but not limited to residential and commercial entities, to comply with SB 1383 regulatory requirements. Major provisions of the ordinance include:

- Organic material recycling requirements for single-family residential

generators and commercial businesses (including multi-family dwellings);
- Requirement for all commercial waste generators to supply employees, contractors, tenants and customers with organic waste collection services consistent with the City's collection programs;
- Requirements for businesses (except for multi-family premises) to supply indoor and outdoor recycling and organics containers when disposal containers are provided for customers for materials generated by that business;
- Requirements for businesses to educate and train employees on proper separation of waste and to label waste and recycling containers;
- Waivers of certain requirements for qualified generators (de minimis waiver for locations that generate less than the specified amounts of organic waste or a physical space waiver for locations that lack adequate space for containers);
- Edible food recovery requirements for commercial edible food generators and food recovery organizations and services;
- Procurement of recovered organic waste products;
- Record keeping, reporting, and education/outreach requirements; and
- Inspection, investigation, review, and enforcement requirements.

The proposed ordinance provides for an "Education Period for Non-Compliance" during which the City will conduct route reviews but will rather provide educational materials to notify waste generators about the updated requirements of the law and how to comply. The City fully expects to gain compliance from most residents and businesses through education efforts. SB 1383 regulations require jurisdictions to enforce the ordinance no later than January 1, 2024.

Furthermore, the City has been educating businesses and multi-family complexes (commercial waste generators) about state organics recycling requirements since 2016, via mailings, route reviews, and on-site visits. For residential customers, the City is working to develop a residential organic waste collection program which is expected to be implemented no later than January 1, 2024. Residential education efforts will begin well before the collection program starts and will continue well after implementation. Adoption of Ordinance No. 2945 is exempt from environmental review pursuant to Sections 15308 of the State's guidelines implementing the California Environmental Quality Act, Section 15308, Class 8 consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment.

ALTERNATIVES:

City Council may elect to not adopt this recommended ordinance and direct staff accordingly.

STRATEGIC PLAN:

Supports Priority D - Sustainability

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:
Louie Miranda, Solid Waste Manager

Fiscal Impact

Fiscal Year: FY 2022-23

Appropriation Required Y/N: No

Discussion:

There is no fiscal impact associated with the adoption of Ordinance No. 2945; however, the failure to adopt solid waste recycling enforcement language included in Ordinance No. 2945 could lead to fines in the amount of $10,000 per day.

Attachments

Ordinance No. 2945 Adding Chapter 13.67

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/Successor Agency Meeting **L. 7.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Consideration to implement the Downtown Market plan as recommended by the City Council subcommittee and determine that the event is categorically exempt from environmental review pursuant to Section 15311(c) (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 the event is categorically exempt from environmental review pursuant to Section 15311(c) of the State's guidelines implementing the California Environmental Quality Act; and

2. I move to direct staff to implement the Downtown Market plan as recommended by the City Council subcommittee.

RECOMMENDATION:

On April 14, 2022, the Parks and Recreation Commission formed a subcommittee to discuss the re-opening of Market Night and at their May meeting, the subcommittee recommended that Market Night be reintroduced with some modifications. These modifications addressed limited staffing levels as well as a transition back to full operations.

On June 7, 2022, the City Council voted to form a subcommittee to discuss the recommendation of the Parks and Recreation Commission for the reopening of the market. The subcommittee recommends that the Market be re-introduced as a Saturday morning market rather than an evening market to better complement the downtown businesses and current staffing levels. The recommendations are further described in the following discussion.

DISCUSSION:

Market Night in Downtown Redlands has been a local community experience that provides residents a unique opportunity for shopping, dining and entertainment since 1988. The Market started as an initiative to draw businesses and visitors into the downtown area during a time when big chain stores were driving sales away from small downtown areas. Through the years, the event became one of the many key attributes that sets the City of Redlands apart from the rest of the Inland Empire. Prior to the closure of the Market as a result of the COVID-19 pandemic, the City Council considered changes to the event in response to downtown businesses. In addition, there have been numerous discussions over the past few years concerning the challenges that the Market poses on the downtown; including impacts on parking accessibility, impacts to businesses due to the closure of State Street, storefront visibility, product quality, and the benefits and impacts that the Market generates.

In 2018, the City Council began receiving comments from business owners along East State Street that the Market was starting to negatively impact their businesses. At the direction of the City Council, Facilities and Community Services (FCS) staff implemented changes to the setup and street closure times, towing enforcement procedures, and staffing levels in an attempt to reduce impacts on businesses while still maintaining the viability of the Market. These changes resulted in East State Street being open longer but only with significant staff resources. Consequently, the changes did not yield the desired results and in September of 2018, the City Council directed staff to revert to the original schedule and further evaluate and assess the operation of the Market. However, the Council requested that staff continue to work with downtown businesses to address their concerns regarding the quality of vendors and their conduct at the market. However, before any recommendations or proposals could be made for Market Night, in March 2020, the event and the Certified Farmers Market were shut down due to the COVID-19 pandemic.

Following the closure of Market Night, City staff have been working to develop options to bring a downtown market back to Redlands that would address the concerns originally brought by the East State Street business owners, be viable with current staffing levels, and provide the greatest benefit to the community. In March of 2022, staff distributed surveys to the downtown businesses to solicit feedback on what types of changes they would like to see implemented should the market be re-introduced. The following is a brief summary of the results of the survey:

- 82% of respondents were in favor of the Market's return, and supported it remaining on State Street.
- 79% support giving priority to Redlands-based businesses.
- 58% preferred booths to be located down the center of State Street, allowing easy access and storefront visibility to the downtown businesses.
- 50% preferred Market Night to remain on Thursday nights while the other

50% preferred a Saturday morning option, and
- Nearly 50% of preferred vendors provide higher quality and/or artisan products.

Based on the survey results, staff provided a recommendation to the Parks and Recreation Committee (PRC) 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.

Some key factors for staff's recommendation include the following:

FCS resources:

- Several additional staff members would be required to facilitate the Thursday night option for traffic control, street closures and tow truck operations.
- FCS currently has staff working Saturday mornings for Farmer's Market, so a minimal number of additional staff would be required for that option.
- Three to four tow trucks are required for relocations on the Thursday night option, whereas only one truck is required for the Saturday morning.

Police Departments (PD) resources:

- Due to sworn officer position vacancies, PD cannot currently provide the number of officers to support a weekly Market Night during the evening hours.
- PD does not believe additional dedicated officers are necessary for the Saturday morning option.

Based on the PRC dialogue and public comments, the commission voted unanimously to recommend restarting the Market in its previous format on Thursday nights.

Following the recommendation of the PRC, the City Council created a subcommittee to review the information and recommendations on June 7, 2022. The City Council subcommittee met with city staff from Facilities and Community Services, the Police Department, and board members from the Redlands Chamber of Commerce to discuss options for restarting the downtown Market. The recommendation of the subcommittee is to proceed with plans to operate the downtown market on Saturday mornings using East State Street from

Orange to 6th Street, 5th Street from Redlands Boulevard to Citrus Avenue and the Ed Hales Parking lot. Vendor booths would be staged back-to-back down the center of the street to ensure access to local businesses is prioritized. Additionally, FCS staff will work with the Parks and Recreation Commission to update the policies for vendor selection to prioritize Redlands-based businesses and increase the percentage of vendors providing higher quality and artisan products that best complement existing downtown businesses.

Attached to this report is the Redlands' Market Night Re-Opening Plan, which was developed by staff in March of 2022 to provide information about the history of Market Night, recent operations, fiscal impacts, necessary resources, and operating alternatives. If the City Council approves the implementation of the reopening of the market on Saturday mornings, operations would commence in January 2023.

ALTERNATIVES:

City Council may direct staff to explore alternative days, times and layouts.

STRATEGIC PLAN:

Priority A - Quality of Life, Strategic Objective 1.Enhance community events to better reflect Redlands' diversity and demographics.

SUBMITTED BY:
Tabitha Kevari, Assistant Director

REVIEWED BY:
Charles M. Duggan Jr., City Manager
Janice McConnell, Assistant City Manager
Chris Boatman, Assistant City Manager
Christopher R. Catren, Police Chief

Fiscal Impact

Fiscal Year:	FY 22/24
Revenue Generating:	Y
Appropriation Required Y/N:	N
Budgeted Y/N:	Y
Discussion:	

The Market will be funded through the revenue received by vendors. Staff will bring back a report at a future meeting to appropriate the necessary funds to support the market.

Attachments

Redlands' Market Night Re-Opening Plan

Redlands' Market Night Re-Opening Plan

Since its beginning in 1988, the Market Night Event in Downtown Redlands has been a local community experience that provides residents a unique opportunity for entertainment, shopping, and dining. The Market started as an initiative to draw business and visitors into the downtown area during a time when big chain stores where driving sales away from these areas. Since then, the event has become one of the many key attributes which sets Redlands apart from the rest of the Inland Empire. It has drawn visitors from many surrounding jurisdictions to the City's downtown resulting in a positive impact on the City's economic vitality.



Prior to the closure of the market as a result of the COVID-19 pandemic, the City Council had considered changes to the market in response to downtown businesses. In addition, there have been numerous discussions over the past few years concerning impacts that the market poses. Such conversations included impacts to parking accessibility, closure of State Street, store front visibility, sell of quality products, and the benefits and impacts that the market generates. In response to those discussions, staff has prepared this memo to provide a summary on the background of the market, existing operations, fiscal impact, and resources necessary to support the event. Also, this memo presents results of a survey distributed to the downtown businesses and alternative scenarios that could be considered for the reopening.

Background:

In 2018, there were numerous discussions that had occurred regarding the impacts that the market presents on the downtown businesses. On July 17th 2018, an item was placed on the City Council agenda to discuss and consider a revised schedule for market night that would potentially address the needs of the downtown businesses. The item proposed revising the vendor setup time to avoid traffic issues between vendors and State Street customers. Prior to this proposal, State Street was closed to the public at 5:00 p.m. on Thursdays and concurrently vendors were permitted to begin Market Night setup. However, many parking stalls remained occupied due to the fact that the parking was not prohibited until 5:30 p.m. Additional factors included the increase in customers visiting State Street and conflicts between customers leaving State Street when the "no parking" takes effect and vendors entering for setup.

At the meeting, the following schedule was proposed:

- 5:00-5:30 p.m.: Street closure begins. Customers exit State Street
- 5:30-6:30 p.m.: remaining vehicles are relocated to designated parking areas. Vendors are permitted to enter State Street for setup after the Redlands Police Department determines a given area is free from traffic hazards.
- 6:30 p.m.: market night opens to the general public
- 9:30 p.m.: closure time

During the July 17th meeting the City had received various public comments concerned with the modified schedule. As such, the City Council directed staff to maintain the existing schedule but seek additional public input on the proposed changes. Following the meeting, staff surveyed vendors and instituted additional changes to ensure a safe and orderly setup. These changes include:

- Placing additional signage at 3:30 p.m. advertising the parking restrictions (previously placed at 5:00 pm);
- Allocating six additional personnel to assist in the setup process; and
- Increasing the number of tow trucks present to relocate illegally parked vehicles from two to five trucks.

In addition, staff surveyed various vendors in response to the proposed changes. Staff received 30 responses from the survey including 4 local farmers, 4 non-local farmers, 2 non-profits, 3 state street businesses, 10 product/retail sales, 2 local realtors, and 5 food vendors. The following is a summary of the survey results:

- The majority of vendors stated that they required between 30 minutes and 1 hour to setup. However, most farmers required less than 30 minutes to setup.
- The majority of vendors (non-farmers) sampled would continue to participate if market night began at 6:30 pm instead of its current start time of 6:00 pm.
- Of the four local farmers surveyed, two stated they would no longer participate with a start time of 6:30 pm. In addition, the majority of non-local farmers surveyed stated they may not participate if the start time were changed to 6:30 pm.

- The majority of vendors sampled preferred to close at 9:30 pm year around to allow for a full three hours of operation with the exception of farmers who prefer that market night close at 9:00 pm during the winter.

Based on the input received, on September 4, 2018, City staff recommended to City Council to approve Resolution No. 7895 that established the following schedule:

- 5:00 p.m. Street Closure begins
- 6:00 p.m. Certified Farmers Market opens (located on State Street between Orange Street and 5th Street)
- 6:30 p.m. Vendor booths open
- 9:30 p.m. Closure time

Staff Resources:

Prior to the pandemic, the market occurred every Thursday night from 6:00 p.m. to 9:30 p.m. along East State Street from Orange Avenue to 9th Street. The event ranged in size from 150 to 180 various vendors selling food, produce, merchandise, attractions, and live entertainment. It also included a certified farmer's market for the sale of local produce.

The street closure procedures began at 3:00 p.m. where signs were placed along State Street notifying businesses and patrons of the event. The street closure began at 5:00 p.m. as well as the towing of vehicles to clear the street. On average the City would tow and relocate approximately 15 vehicles per event which required 3 tow trucks to complete before vendor setup at 5:30 p.m. Hard closures were erected at Orange Street and State, 9th Street and State, and at every cross street (8th Street, 7th Street, 6th Street, etc.). In addition, barricades were staged between 3:00 p.m. and 5:00 p.m. and replaced with street closures at 5:00 p.m. along streets and intersections mentioned above. Clean up of the event started at 9:30 p.m. and finished by 11:00 p.m.

The staffing level of Market Night has fluctuated since its start in 1988. There have been a mix of full time and part time staffing positions utilized to administer the program. At the time the Facilities and Community Services Department was responsible for Market Night, the staff consisted of two part time Administrative Assistants, and one full time Event Coordinator. Additionally, Market Night also required field staff and Police Department Officers. Police Officers varied from 4 and 6 depending on the season. Facilities Community Services field staff work included approximately 8 hours for 2 staff members (or 16 per week) for trash, signage and barricades and relocations; 2 hours for 4 additional staff members (or 8 hours per week) for staff members during the relocation for vendor/patron safety; resulting in approximately 24 hours of staff time for event.

Revenues and Expenditures:

Market Night is operated as an enterprise and the budget is included with the Downtown Business Area Fund (236). In years prior to the pandemic, the average budget included approximately $26,000 per month in expenses and $20,000 in revenues. The largest increase in revenue is generally seen between the months of April and June, and the largest drop in the months of December and January. Reasons for the increase and drop during these times are numerous, but are likely influenced largely by weather as well as competing opportunities to spend money at certain times of the year such as holiday gifts and holiday travel during the winter season.

There is also a small amount of additional revenue from SNAP, called CalFresh in California, and occasionally referred to as "food stamps." It is the largest food assistance program in the nation. Market Match is California's SNAP healthy food incentive program which matches customers' nutrition assistance benefits, like CalFresh and WIC, at farmers' markets. The matching funds allow SNAP recipients to buy more fruits and vegetables from eligible farmers' markets such as the Redlands Certified Farmers Markets. Market Match empowers qualifying shoppers to make healthy food choices by overcoming financial barriers. The intent of the grant is to encourage job creation, local economic development, and civic engagement by leveraging the benefits of farmers' markets for a broader community. The program has been an extraordinary success, with 700 participants who have used the program and $9,000 in incentives provided for the purchase of locally grown fresh fruits and vegetables as of February, 2021.

The community benefit market night provides may not be immediately evident based strictly on the hard revenue and expenditure data. The market has acted as a type of "business incubator" in the past, such as in the case of Cheesewalla where the business was originally located in a booth and then moved to a brick and mortar building. There may also be residual economic benefits such as visitors coming to the market but choosing to eat at one of the many restaurants on State Street. It's something which draws people together and offers opportunities to purchase items not normally available in town. It is also an opportunity to purchase fresh produce from small growers rather than a chain store.

Survey Results:

In an exercise to obtain feedback from the City's downtown businesses regarding market night operations, a survey was disturbed in October 2021. The surveys were provided in person to most of the businesses on State Street, between Orange Avenue and 8th Street. Surveys were requested to be emailed, faxed, or dropped off at City Hall; however in some instances, staff collected them in person. The survey had 12 questions, with some questions asking multiple responses. There were 38 completed surveys that were returned and collected. The results of the survey indicated that a majority of the downtown businesses wanted the market to return and be located on State Street. Additionally, there was 58% that preferred that vendors be located in the center of the street and 79% stated they would favor priority be given to Redlands businesses. The survey is attached to this memo for the Council's reference. The results are summarized below:

- 82% wanted the market to return;
- 82% wanted the market to remain on State Street;
- 32% stated the market had a negative effect on their business;
- 50% stated they were not open during the market operating hours;
- 53% preferred to keep the same amount of street blocks used;
- 42% preferred the same day (operating on Thursday);
- 79% stated they would favor priority be given to Redlands Businesses;
- 58% preferred that vendors be located in the center of the street;
- 47% preferred products being offered to remain the same;
- 47% preferred products to be more artsy or of higher quality; and

Question #5, "do you see an impact to your business"

- 46% indicated that there was a positive impact to their business as a result of the market
- 31% indicated that there was a negative impact to their business as a result of the market
- 23% indicated that there was neither a positive or negative impact that occurred as a result of the market

As a result of the first survey, it appeared that the downtown businesses were in favor of exploring alternative days for the operation of the market. As such, city staff sent out another survey with four remaining questions to better understand the needs and impact in the downtown. The second survey was sent out in March of 2022, 33 surveys were returned and collected. The questions are as follows:

1) Should Market Night remain held on Thursdays?
    a. Seventeen responded yes
    b. Twelve responded no
    c. Four had no opinion
2) Is your business open Thursday from 6-9:30 p.m.?
    a. Seventeen responded yes
    b. Eleven responded no
    c. One responded no opinion
3) Should Market Night be changed to Saturday?
    a. Sixteen responded yes
    b. Eleven responded no
    c. One responded no opinion
4) Is your business open Saturday from 8-noon?
    a. Twenty six responded yes
    b. Six responded no

In summary, the results of the two surveys demonstrated that the downtown businesses supported the market to operate on Thursday night or Saturday morning. Basically, the results illustrated a 50/50 split.

Recommendation:

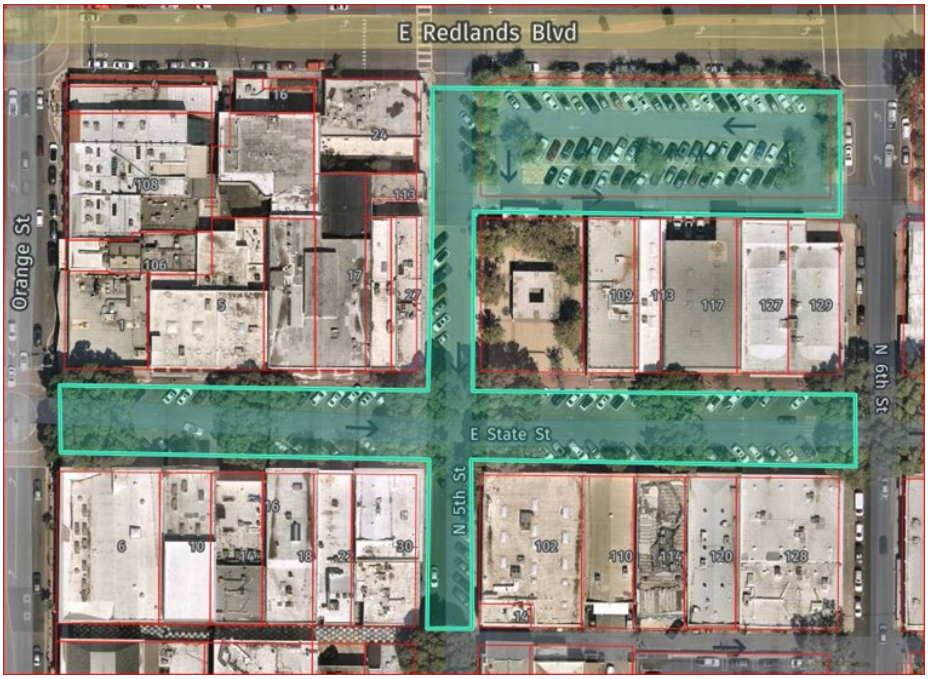
Based upon the discussions above and previous operations, staff is recommending the following schedule for the immediate reopening of the Market Night Event. Under this scenario, the market would operate on Saturday mornings along with the City's Certified Farmers Market that is currently held within Ed Hales Park parking lot. The market would be held from 8:00 to 12:00 p.m. during the spring, summer and fall seasons and include approximately 100 vendors.

By combining these events the City is utilizing resources and staff time that currently is being applied. In addition, the downtown businesses and community is familiar with existing operations. The market would also lead to reformatting polices and guidelines to include higher quality merchandise or artsy products as suggested in the returned surveys. This option would also help alleviate conflicts from the State Street merchants and customers regarding impacts to parking and accessibility during the evening hours.

Under this scenario, costs for staff resources would be reduced from previous operation. In addition, impacts to parking accessibility and closure of State Street would be lighten. Furthermore, police officers would not be immediately necessary for this option, as the current farmer's market has not demonstrated a need for this service.

Staff and resources used are 4 staff members from parks for assistance with setup and closure, 1 full time event coordinator and 1 part time position to manage and monitor the event, 1 tow truck to clear the street for the event and 5 city vehicles required for crash barricades. The following is a summary:

- Occurs on Saturday mornings from spring to fall;
- Street closure from Orange Street to 6th Street; 5th Street from Citrus to Redlands Blvd.; and Ed Hales Parking lot;
- Vendors would set up along north and south curb lines;
- 1 tow truck required;
- 5 city units required for crash barricades;
- 4 staff members from parks; and
- 1 full time event organizer and 1 part time positions.



Market Night Alternatives:

There are three other alternatives that were considered for resuming market night operations. Each option listed below was developed with respect to the results of the survey and input from the downtown business owners, costs, expenditures, staff resources, revenue, and the potential impacts and benefits to the community. They are as follows:

- **Option 1: Reopen market night with seasonal changes;**
- **Option 2: Reopen market night with vendors located in the center of the street; and**
- **Option 3: Phase approach for the reopening of market night**

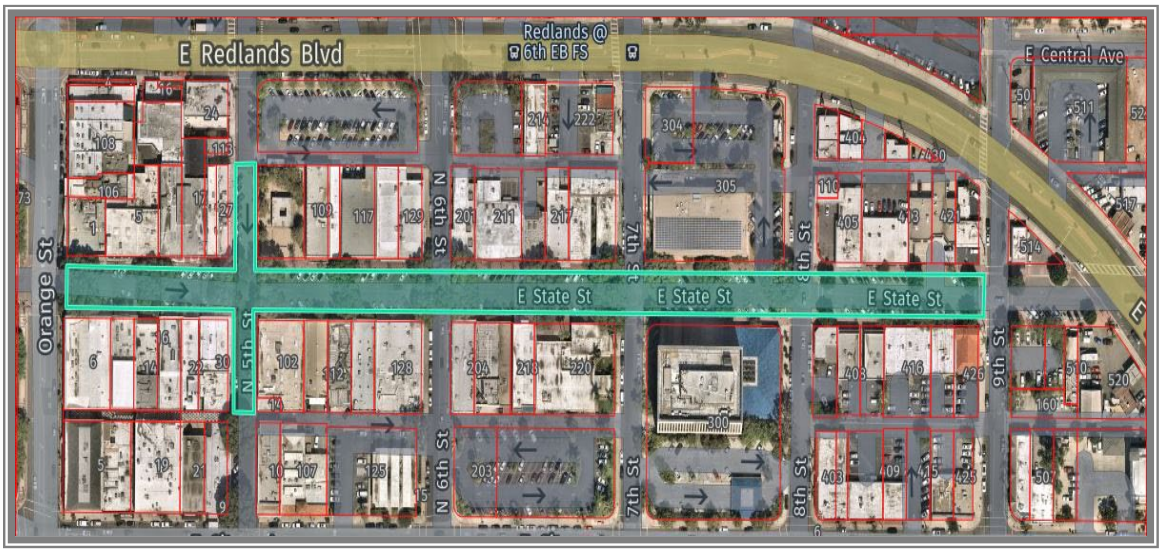
Option 1: Reopen market night with seasonal changes

Under this recommendation, the City would resume previous operations with seasonal changes and close during the winter season. The winter season, in the past, was less attended by both vendors and customers and consistently produce less participation and revenue. Closure of the market during this period also lightens the impact on holiday events and shopping that occurs within our downtown area.

The market would occur on Thursday night from 6:00 p.m. to 9:30 p.m. with setup beginning at 5:00 p.m. The Market would occur Vendors would be located along the north and south curb lines of State Street from Orange Street to 9th Street. This layout would provide space for approximately 180 vendors. Staff and resources used would be 6 staff members from parks for assistance with setup and closure, 1 full time event coordinator and 2 part time positions to manage and monitor the event, 6 full time police officers for patrol services, 5 tow trucks to

clear the street for the event and 15 city vehicles required for crash barricades. This alternative would satisfy the desire to bring the market back and continue with similar operations. The following is a summary:

- Preexisting layout, Orange Street to 9th Street;
- Occurs every Thursday night;
- Seasonal operation;
- Vendors setup along north and south curb lines;
- Set up begins at 5:00 pm;
- Vendor set up begins 6:00 p.m.
- 5 tow trucks required at minimum;
- 6 staff members from parks;
- 1 full time event organizer and 2 part time positions;
- 6 Police Officers for patrol; and
- 15 city vehicles required for crash barricade



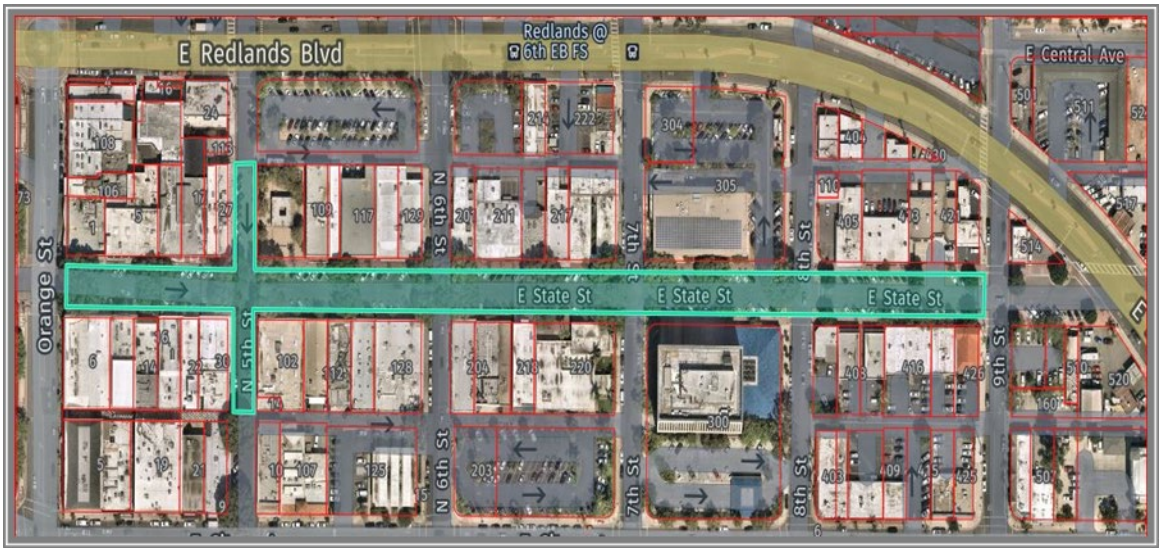
Option 2: Reopen market night with vendors located in the center of the street

- Preexisting layout, Orange Street to 9th Street
- Occurs every Thursday night during Spring through Fall seasons
- Vendors set up along the center of State Street
- Set up begins at 4:00 pm
- 8 staff members from parks division
- 1 full time event organizer and 2 part time positions
- 6 police officers for patrol services
- 15 city units required for crash barricade

- Approximately 450 rubber cable protector ramps, 2 spider boxes and 2 generators (one time cost of $40,000).
- 5 tow trucks required at a minimum for removing of vehicles

Under this scenario, the City would resume previous operations with the exception of closing during the winter season. The market would occur on Thursday night from 6:00 pm to 9:00 pm with setup beginning at 4:00 pm during the spring, summer and fall seasons. Vendors would be located in the center of State Street from Orange Street to 9th Street. This layout provides space for approximately 100 vendors. Staff and resources used would be 6 staff members from parks for assistance with setup and closure, 1 full time event coordinator and 2 part time positions to manage and monitor the event, 6 full time police officers for patrol services, 5 tow trucks to clear the street for the event and 15 city vehicles required for crash barricades. This layout would require additional time to setup to insure that all electrical cables and connectors are secured and available for vendors use. A one-time purchase of 450 rubber cable protector ramps, 2 spider boxes and 2 generators of approximately $40,000 would be necessary to setup the vendors within the center of the street.

Furthermore, this layout would decrease the area used by the vendors by approximately 80 spaces as a result of the existing bulb outs along State Street. Under this option, clearance for emergency vehicles would also need to be maintained within the public right of way.



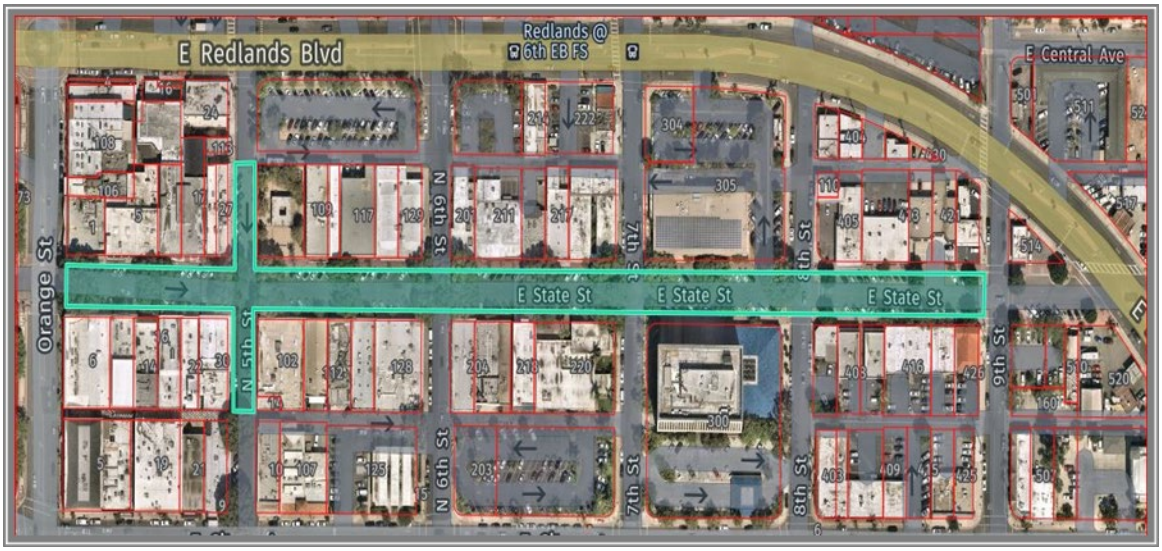
Option 3: Phase approach for the reopening of market night

- Street closure from Orange Street to 7th Street (including 5th Street) short term;
- Street closure from Orange Street to 9th Street (including 5th Street) long term;
- Vendors set up down the center of State Street;
- Set up would begin at 4:00 p.m.;

- 3 tow trucks (short term);
- 5 tow trucks (long term);
- Market will occur Thursday Night from 6:00 p.m. to 9:00 p.m. from Spring to Fall;
- 4 staff members from parks division (short term) 8 staff members (long term);
- 1 full time event organizer and 2 part time positions;
- 3 Police Officers (short term) and 6 Police Officers (long term);
- 7 city units required for crash barricade (short term) and 15 required for long term; and
- Approximately 450 rubber cable protector ramps, 2 spider boxes and 2 generators (one time cost of $40,000).

Under this scenario, the market would resume operations in a phased approach. For the first six months of resuming operations, the market would be held between Orange Street and 7th Street (including 5th Street). Long term operations would extend the market to 9th Street. The market would operate every Thursday Night from 6:00 p.m. to 9:00 p.m. during the spring, summer and fall seasons. This alternative would require 3 tow trucks for the short term and 5 tow trucks for the long term. Staff include 4 staff members from parks division (short term) 8 staff members (long term); 1 full time event organizer and 2 part time positions; 3 Police Officers (Short term) 6 Police Officers (Long term); and 7 city units required for crash barricade.

Vendors would be located within the center of the street and setup would occur at 4:00 p.m. A one-time purchase of 450 rubber cable protector ramps, 2 spider boxes and 2 generators of approximately $40,000 would be necessary to setup the vendors within the center of the street. This layout would decrease the area used by the vendors by approximately 80 spaces as a result of the existing bulb outs along State Street. Under this option, clearance for emergency vehicles would also need to be maintained within the public right of way. The benefit of this scenario would allow an easy transition to reopening the market. In addition, it provides time for the downtown businesses to adjust to the once familiar atmosphere.



Attachments:

1) Survey distributed to Downtown Businesses in October 2021
2) Survey distributed to Downtown Businesses in March 2022

City Council/Successor Agency Meeting **L. 8.**

DATE: 10/04/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Consideration of 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; and additional appropriations of $160,000 in both revenue and expenses for FY 2022-23, and FY 2023-2024 (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 to approve an 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.

2. I move to appropriate $160,000 in both revenue and expenses in FY 2022-23, and FY 2023-2024.

RECOMMENDATION:

Staff recommends that the City Council approve an agreement with Patrol Solutions, LLC., for the provision of platform and parking lot security associated with the Redlands Passenger Rail Project 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.

Staff further recommends that the City Council appropriate $160,000 in both

revenue and expenses in FY 2022-23, and FY 2023-2024.

DISCUSSION:

The San Bernardino County Transportation Authority (SBCTA) is currently testing the Redlands Passenger Rail Project in anticipation of the inauguration of the Arrow Service in October 2022. The project is a nine-mile regional rail line that provides alternative transportation by introducing a new rail service, known as the Arrow, which integrates with other transportation modes such as autos, buses, and bicycles. When complete, Arrow will connect the City of Redlands to the City of San Bernardino and offer residents, businesses, and visitors a new commuting option to travel to a variety of leisure, educational, and healthcare destinations.

The project includes three commuter rail stations within the city. The Esri station, which is located at Redlands Boulevard and New York Street; the Downtown Station, located on Orange Street; and the University Station, located near University Street and Park Avenue. Esri will provide security and maintenance for the station located on New York Street, while the City agreed to maintain the Downtown Station and University Station, including associated parking lots.

SBCTA and the City have agreed that 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. The tentatively agreed upon schedule between SBCTA and the City is listed below:

Schedule provided by SBCTA
9-9-22

Monday-Friday:	Security		Total Hours
	Start	End	
University Station:	4:30	23:00	18.50
First:4:52			
Last:22:21			
Downtown Station	4:30	23:30	18.00
First: 4:48			
Last: 22:26			
Weekend:			
University Station:	5:15	12 MID	18.75
First:5:34			
Last:23:32			

Downtown Station 5:15 12 MID 18.75
First: 5:41
Last: 23:25

In accordance with the City's procurement policies, a request for bid for the security services was advertised on September 13, 2022 and bid packages were opened at the City Clerks' office on September 26, 2022. Patrol Solutions, LLC was identified as the lowest responsive and responsible bidder. During the bid opening, Blue Bar Security Services was identified as the lowest bidder. However, due to a mathematical error, they were determined not to be the lowest bidder.

ALTERNATIVES:

City Council may elect not to approve the agreement and direct staff accordingly.

STRATEGIC PLAN:

Supports Strategic Plan Priorities A - Quality of Life and 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:
Erik Reeves, Field Services Superintendent

Fiscal Impact

Fiscal Year:	FY 2022-23
Appropriation Required Y/N:	Y
Amount:	$410,000
Account No.:	101303.6710

Discussion:

Pursuant to the agreements approved for the Downtown and University Stations, SBCTA is responsible for reimbursing the City 100% of the costs for the provision of security services for the first two years. After 18 months, the City and SBCTA will reassess the need for onsite security services.

Funding in the amount of $250,000 for this service is included in the FY 2022-2023 Parks Division budget (101303) as approved by City Council. An appropriation of $160,000 in both revenue (101303-4415) and expenses (101303-6710) is necessary to fund the remaining amount of this agreement.

Fiscal Year:	FY 2023-24
Appropriation Required Y/N:	Y
Amount:	$410,000
Account No.:	101303.6710

Discussion:

Funding in the amount of $250,000 for this service is included in the FY 2023-24 Parks Division budget (101303) as approved by City Council. An appropriation of $160,000 in both revenue (101303-4415) and expenses (101303-6710) is necessary to fund the remaining amount of this agreement.

Attachments

A. Professional Services Agreement Patrol Solutions

B. City Clerk's Bid Report

C. Additional Appropriation Forms

AGREEMENT TO PERFORM PROFESSIONAL SECURITY SERVICES

This agreement for the provision of unarmed rail station security services ("Agreement") is made and entered in this 4th day of October, 2022 ("Effective Date"), by and between the City of Redlands, a municipal corporation ("City") and Patrol Solutions, LLC., 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 provide unarmed rail station security 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 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 reference.

4.2 The term of this Agreement shall be for a period of one (1) year 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 one (1) additional term ("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.

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.

ARTICLE 5 – PAYMENTS TO CONTRACTOR

5.1 The compensation for Contractor's performance of the Services shall not exceed the amount of Four Hundred Ten Thousand Dollars ($410,000.00) for the Services provided during the Initial Term. Should this Agreement be extended, the compensation for Contractor's performance for the Services shall not exceed the amount of Four Hundred Ten Thousand Dollars ($410,000.00) for the first Extended Term, bringing the total possible amount of compensation to a not-to-exceed amount of Eight Hundred Twenty Thousand ($820,000.00). 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 "B," titled "Price and Fee Bid," which is attached hereto and incorporated herein by this 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, and a description of reimbursable expenses related to 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:

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

CONTRACTOR:

Carl Cunngingham, General Manager
Patrol Solutions, LLC
1788 Mesa Verde Dr.
San Bernardino, CA 92404
carlcunningham@patrolsolutions.com
Phone: (415) 760-8116

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 "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. Contractor 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 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.

E. Contractor 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, Contractor 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 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 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, result 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 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 (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, 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

PATROL SOLUTIONS, LLC

By: _____
Carl Cunningham, General Manager

ATTEST:

_____
Jeanne Donaldson, City Clerk

EXHIBIT "A"

SCOPE OF SERVICES

Holidays:
There are 10 recognized holidays: New Year's Day, Martin Luther King Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and the Friday after, and Christmas Day.

Post Orders: Assignment instructions for each post, whether a fixed location or roaming locations, must be adhered to in their entirety.

Pass Downs: Additional or special instructions by City of Redlands for posts on a temporary basis and must be adhered to in their entirety.

Security Guard-Site Specific Shift-Regular Time-Hourly Rate: For weekly scheduled security guard shift, M-F, excludes holidays.

Security Guard-Site Specific Weekend Shift Time-Hourly Rate: For weekly scheduled 19 hr. weekend security guard shift, Sat-Sun, excludes holidays.

Security Guard-Holiday-Hourly Rate: For **all** security guard shifts on City recognized holidays only.

Table: Holiday:

Only the listed City holidays are subject to any premium (overtime, etc.) rates.

LN	DATE	EVENT
1	January 1	New Year's Day
2	Third Monday in January	Martin Luther King's Birthday
3	Third Monday in February	President's Day
4	Last Monday in May	Memorial Day
5	July 4	Independence Day
6	First Monday in September	Labor Day
7	November 11	Veteran's Day
8	Fourth Thursday in November	Thanksgiving Day
9	Friday	after Thanksgiving
10	December 25	Christmas Day

Service Schedule

Monday-Friday:	**Security**		**Total Hours**
	Start	End	
University Station:	4:30	23:00	18.50
First train: 4:52			
Last train: 22:21			
Downtown Station	4:30	22:30	18.00
First train: 4:48			
Last train: 22:26			
Weekend:			
University Station:	5:15	11:15	19.00
First train: 5:34			
Last train: 23:32			
Downtown Station	5:15	12 MID	18.75
First train: 5:41			
Last train: 23:25			

Reports

A) Submit activity reports from the prior security shift within six hours.

B) Include any pertinent information or backup documentation with your reports.

C) Ensure that all reports are submitted prior to submission of the invoice.

D) **General:** Report immediately, verbally and or in writing as soon as practically possible taking safety into consideration; especially concerning issues that may require immediate action to avoid potential escalation. If possible, take photos of the observation or interaction and attach to email, text, pictures, and written reports.

E) **Safety, Injury, or Damage:** any impending, occurring, or potential hazards, incidents, or accidents that have harmed, are harming, or could likely harm persons, animals, plants, property, environment, or the like.

F) **Public Nuisances:** any observations of any public nuisances.

G) **Business Interactions:** any interactions with business owners and or persons.

H) **Work Performance Delays:** anything that is or could potentially delay or prevent work from being performed within the designated times and locations.

I) **Follow up Activities:** all action items from the above section, which may have been verbally reported, but a written report was not possible at the time; and all action items as required by City Representative.

Posts: Site Specific

- **Downtown rail platform at Orange Street and Stuart Avenue**
- **University of Redlands rail platform at University Street and Park Avenue**

A) Provide a security “presence” through patrolling on foot at the rail station platform.

B) Security personnel shall call the designated FCS staff personnel to report any maintenance concerns or for miscellaneous questions.

C) Security personnel shall call the Redlands Police Department (depending on the incident) upon the observance of any illegal activity, vandalism, or suspicious or inappropriate behavior.

D) Restrooms are available inside train depots at both locations.

NOTE: During breaks and meals, security service may be temporarily halted; however, the guard must return promptly to their post afterward.

EXHIBIT "B"
PRICE AND FEE BID

	Description	Unit	Hourly Rate
1.	Security Guard – Site Specific Shift, Regular Time, WEEKDAY shift begins on M – F,	**Hour**	**$27.44**
2.	Security Guard - Site Specific Shift, WEEKEND shift, begins on Sat - Sun	**Hour**	**$27.44**
3.	Security Guard - Site Specific Shift, Holiday Time, for any shift that begins or ends on a holiday	**Hour**	**$35.68**

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.

PATROL SOLUTIONS, LLC

By:_____ Date: _____
Carl Cunningham, General Manager

CITY OF REDLANDS
OFFICE OF THE CITY CLERK
BID OPENING REPORT

The following bids were opened on the **26th day of September 2022 at 10:00 a.m.** on behalf of the Facilities and Community Services Department for **Unarmed Security Services for Railway Platform Stations – FCS09092022JB**. 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	Addenda Acknowledged (N/A)	Total Bid Amount
1	Blue Bar Security Services, Rosamond CA	Yes	N/A	$140,607.00
2	Vigilant Eye Security Inc., Woodland Hills CA	Yes	N/A	$191,916.00
3	Patrol Solutions, LLC San Bernardino CA	Yes	N/A	$194,002.32
4	Contact Security, Inc., Brea CA	Yes	N/A	$197,226.81
5	Brapga Security Systems Inc., West Covina CA	Yes	N/A	$197,986.40
6	Alltech Industries, Inc., Monterey Park CA	Yes	N/A	$207,341.31
7	Absolute Security International Inc., Irwindale CA	Yes	N/A	$211.818.40
8	America One Security, Oxnard CA	Yes	N/A	$224,416.00
9	Prime International Security, Inglewood CA	Yes	N/A	$227,456.00
10	Quest National Security, Woodland Hills, CA	Yes	N/A	$231,365.40
11	Palicon Group, Riverside CA	Yes	N/A	$234,279.00

Jeanne Donaldson, City Clerk
City of Redlands, California

Emailed: Councilmembers,
City Manager, City Treasurer, PIO, Press
Department Head: Chris Boatman
Staff: Jocelyn Butters

CITY OF REDLANDS
REQUEST FOR ADDITIONAL APPROPRIATION

DATE OF REQUEST: 10/4/2022

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 Special Contractual Services	101303	6710		$ 160,000.00
			$	$ 160,000.00

REVENUE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
Parks Cost Recovery	101303	4415		$ 160,000.00
			$	$ 160,000.00

JUSTIFICATION: FY 2022-23 - Security Services for Downtown and University Rail Stations
From the Unassigned General Fund
Revenue from reimbursement to be received from SBCTA

Requested By: _____
Department Head

Recommended By Finance Director:

Yes _____ No _____ Signed _____

Comments: _____

Recommended: _____
City Manager

Approved by City Council:

Date: _____

Signed: _____
City Clerk

CITY OF REDLANDS
REQUEST FOR ADDITIONAL APPROPRIATION

DATE OF REQUEST: 10/4/2022

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 Special Contractual Services	101303	6710		$ 160,000.00
			$	$ 160,000.00

REVENUE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
Parks Cost Recovery	101303	4415		$ 160,000.00
			$	$ 160,000.00

JUSTIFICATION: FY 2023-24 - Security Services for Downtown and University Rail Stations
From the Unassigned General Fund
Revenue from reimbursement to be received from SBCTA

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/Successor Agency Meeting **O. 3.**

DATE: 10/04/2022

TO: The Successor Agency Board of Directors

SUBJECT: Approve the regular meeting minutes of September 6, 2022 (Secretary Donaldson)

MOTION:

I move to approve the regular meeting minutes of September 6, 2022.

Attachments

Regular meeting minutes of September 6, 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 September 6, 2022 at 5:00 P.M.

Present: Paul Barich, Mayor
Eddie Tejeda, Mayor Pro Tempore
Denise Davis, Council Member
Jenna Guzman-Lowery, Council Member
Mick Gallagher, Council Member

Staff: Janice McConnell, Assistant City Manager; Yvette M. Abich Garcia, City Attorney; Robert Dawes, City Treasurer; Jeanne Donaldson, City Clerk; 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

Stephen Rogers listed concerns that he said the Council should consider when reviewing the City Manager's performance. These included environmental documents for the Transit Village Specific Plan, qualifications of city engineering staff and the lasting effects of the policies of the former City Manager.

CLOSED SESSION

Due to ownership of property within 500 feet of the Grove School, Council Member Davis recused herself from this Closed Session Item, C-1.

Conference with real property negotiators - Government Code §54956.8
(Facilities and Community Services Director Boatman)

Property:	APN 0292-166-08-0000
Agency Negotiators:	Charles M. Duggan, Jr.; Chris Boatman
Negotiating Party:	Andrew Christopherson, The Grove School
Under Negotiation:	Terms of payment and price of possible lease amendment or purchase of City property

Conference with real property negotiators - Government Code §54956.8
(Assistant City Manager Boatman)

Property:	Vacant Property; APN 0172-013-76-0000
Agency Negotiators:	Charles M. Duggan, Jr. and Chris Boatman
Negotiating Parties:	Shahzad Farukhi and Keisha Baldeosingh
Under Negotiation:	Terms of payment and price of possible purchase of real property

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

RECONVENE CITY COUNCIL MEETING

The meeting reconvened at 6:14 P.M. with an invocation by Mayor Barich followed by the pledge of allegiance to the American flag.

CLOSED SESSION REPORT

City Attorney Abich Garcia announced the closed session report as follows:

C-1: Council Member Davis recused herself due to property ownership within 500 feet of the Grove School, with no reportable action taken. Closed Session C-2 and C-3, no reportable action taken.

PRESENTATIONS

Redlands Pet Adoption – Animal Control Officer Joseph Martinez, introduced “Charming”, a three-year-old male pitbull, who is available for adoption. Chaming has been living at the Shelter since November of 2021 and would love a good home. Mr. Martinez informed the Council that about twenty dogs had been adopted this month.

Police Department Certificate of Recognition

Mayor Barich presented a Certificate of Recognition to Detective Eric Strobaugh of the Redlands Police Department, for his outstanding public service and dedication to serving the community.

Proclamation Redlands a Purple Heart City

Mayor Barich presented a Proclamation designating the City of Redlands as a Purple Heart City to Raymond Wetzel, Adjutant for Chapter #2929 Military Order of the Purple Heart.

Proclamation 135th Anniversary Citrograph Printing

Council Member Davis and Mayor Barich presented a Proclamation recognizing the 135th Anniversary of Citrograph Printing Co. to Al Hernandez and Ryan Bailey and thanked them for their commitment to excellence while serving the community.

PUBLIC COMMENT

TVSP Environmental Documents - Stephen Rogers reiterated his concerns with the City's General Plan and the environmental documents associated with the Transit Village Specific Plan. He was worried the City had not developed a strong vision to lead and protect the community into the future.

Dog Park - Kathy Havert suggested the Council consider adding protections for humans and dogs alike at the dog park, and she recommended shade sails and bubbling water features be installed. Paul Cashin complained the dog park was filthy and was not being maintained properly. He added there were often no poop bags, the grass was kept too high, algae was growing in various spots and it was unsafe. He said the Council could consider raising funds to support the park, such as "pay to play", sponsorships, and donations.

Issues - Dennis Bell questioned the state-approved extension to rezone land related to the Housing Element, which he said was an invitation to do nothing. He suggested the Council consider appointing a committee, similar to the General Plan Committee, in order to accomplish the rezoning. He wondered why the current City Hall was undergoing some renovations when City staff would be moving into the new City Hall soon enough.

CONSENT CALENDAR

Minutes

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the special meeting minutes of August 2, 2022, and August 4, 2022.

Vote: 5 - 0 Passed

Proclamation Redlands a Purple Heart City

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the issuance of a Proclamation designating Redlands as a Purple Heart City.

Vote: 5 - 0 Passed

Proclamation Citrograph Printing Co.'s 135th Anniversary

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the issuance of a Proclamation celebrating Citrograph Printing Co.'s 135th Anniversary.

Vote: 5 - 0 Passed

Resolution No. 8386 Remote Teleconference Meetings

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, Resolution No. 8386 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: 5 - 0 Passed

Ordinance No. 2942 Termination of Residential Tenancies

On motion of Mayor Paul Barich, seconded by Mayor Pro Tempore Eddie Tejeda, the City Council adopted, by roll call vote, Ordinance No. 2942, adding Chapter 9.38 to Article 9 of the Redlands Municipal Code regulating the termination of residential tenancies due to demolition or substantial remodel.

Vote: 5 - 0 Passed

Settlement Agreement Disclosure

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the public disclosure of details of a Settlement Agreement and Release of All Claims between the City of Redlands and Lissette Atkinson. Under the terms of the agreement, the City agrees to pay Ms. Atkinson the aggregate sum of $5,000.00 to settle and dispose of disputes and controversies associated with dealings between the parties with respect to a civil action pending in the San Bernardino County Superior Court, Court Case No. CIVSB2206157.

Vote: 5 - 0 Passed

Office of Traffic Safety Grant Award

As public comment, Dennis Bell thought the grant award was a waste of taxpayer's money because, in his estimation, the City was not enforcing the traffic laws.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the agreement with the Office of Traffic Safety relating to the distribution of a grant award in an amount not-to-exceed $130,000; authorized the Chief of Police to sign and execute agreements implementing the grant; and approved an additional appropriation of the same amount.

Vote: 5 - 0 Passed

Ordinance No. 2933 Development Agreement "State Street Village"

As public comment, Andy Hoder said the public may not be aware that the approved Development Agreement for State Street Village, the mixed-use development at the Redlands Mall, provided for a 5-story parking structure, and he claimed many residents were opposed to something that tall. Stephen Rogers thought the agreement was archaic, did not offer appropriate protections, was worried the City could lose federal funding sources, and he added that public improvements should be funded by the developer and not the City. Development Services Director Desatnik pointed out the 5-story parking structure proposed for State Street Village provides for one level, which is underground.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Mick Gallagher, the City Council unanimously adopted, by roll call vote, Ordinance No. 2933, approving Development Agreement No. 25 for the "State Street Village" mixed use development project located at 101 Redlands Mall (APNs: 0171-251-06-0000, 0171-251-07-0000, 0171-251-08-0000, 0171-251-09-0000, 0171-251-10-0000) and the southeast corner of West Citrus Avenue and Eureka Street (APNs: 0171-251-06-0000, 0171-251-07-0000, 0171-251-08-0000, 0171-251-09-0000, 0171-251-10-0000) in the C-3, General Commercial zoning district.

Vote: 5 - 0 Passed

Outside Water Service Resolution No. 8376 Pre-Annexation Agreement

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, Resolution No. 8376 relating to Pre-Annexation Agreement No.22-01 for the provision of water service to a vacant lot for irrigation purposes located at 2371 Naples Avenue (APN: 0298-301-33-0000); and determined that approval of the Resolution is exempt from environmental review pursuant to Sections 15319 and 15303(d) of the State's guidelines implementing the California Environmental Quality Act.

Vote: 5 - 0 Passed

Second Amendment Planning, Environmental, and Development Review Services

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the Second Amendment to the Professional Services Agreement with Michael Baker International to increase the original agreement from $149,990 by $150,000 to a total aggregate of $299,990 for professional planning, environmental, and development review services, to allow Development Services Department to continue to provide development review services to its customers as the recruitment process continues to fill multiple Department vacancies.

Vote: 5 - 0 Passed

Resolution No. 8382 Annexation No. 27 Intent to Annex Territory CFD 2004-1

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, Resolution No. 8382 Annexation No. 27 declaring intent to annex territory into Community Facilities District 2004-1; and determined that the proposed project is exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act.

Vote: 5 - 0 Passed

WWTP Chemicals Price Increase

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously determined, by roll call vote, that approval of price increases for water and wastewater treatment plant chemicals, the appropriation of additional funds to purchase these chemicals, and the authorization of Municipal Utilities and Engineering Director John R. Harris authority to approve additional chemical price increases as needed, not to exceed 20%, are exempt from environmental review pursuant to Section 15061(b)(3) of the State guidelines implementing the California Environmental Quality Act; and approved the price increases for water and wastewater treatment plant chemicals, appropriate additional funds to purchase these chemicals, and authorize Municipal Utilities and Engineering Director John R. Harris authority to approve additional chemical price increases as needed, not to exceed 20%.

Vote: 5 - 0 Passed

Contract Award Hinckley Water Treatment Plant Roof Replacement

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously determined, by roll call vote, that approval of a Public Works Contract with McDonnell Roofing, Inc. for the Hinckley Water Treatment Plant Roof Replacement Project is categorically exempt from environmental review pursuant to Section 15301(d) of the State's guidelines implementing the California Environmental Quality Act; approved the Public Works Contract with McDonnell Roofing, Inc. for the Hinckley Water Treatment Plant Roof Replacement Project for an amount not-to-exceed $118,003; and approved the additional appropriation of $118,003 for the Hinckley Water Treatment Plant Roof Replacement Project.

Vote: 5 - 0 Passed

Resolution No. 8380 Five-Year Capital Project Needs Analysis

As public comment, Stephen Rogers questioned how the projects listed under the Five-Year Capital Project Needs Analysis were prioritized, and he urged the City to install a signal light at University Street and Park Avenue in connection with the Redlands Passenger Rail project. Municipal Utilities and Engineering Director Harris explained he was aware of the signal request near University Station and his staff had been coordinating efforts with the PUC and planning for some sort of crosswalk to make this area safe for the public.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, Resolution No. 8380 adopting a Five-Year Capital Project Needs Analysis for FY 23/24 through FY 27/28 and determining this action is exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act.

Vote: 5 - 0 Passed

MUED Purchase Order Modifications

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously determined, by roll call vote, that approval of the Purchase Order modifications with Grainger Industrial Supply and HERC Rentals are exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act; and approved Purchase Order modifications with Grainger Industrial Supply ($20,000.00) and HERC Rentals ($10,000.00).

Vote: 5 - 0 Passed

HSIP Cycle 8 Pedestrian Countdown Heads Project Contract Amendment

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the First Amendment to the Public Works Contract with Econolite Systems, Inc. for the HSIP Cycle 8 Pedestrian Countdown Heads Project to extend the time for completion by two hundred and seventy (270) calendar days.

Vote: 5 - 0 Passed

San Bernardino County MOU Homeless Services

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the Memorandum of Understanding between the County of San Bernardino acting by and through the County of San Bernardino Community Revitalization Group Office of Homeless Services and the City of Redlands for Homeless Management Information System. The HMIS is a local database application used to collect client-level data and data on the provision of housing and services to homeless individuals and families and persons at risk of homelessness in the County.

Vote: 5 - 0 Passed

CRYROP MOU Second Amendment

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously determined, by roll call vote, that approval of the Second Amendment to the Memorandum of Understanding with Colton-Redlands-Yucaipa Regional Occupational Program for the provision of temporary staffing is exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act; and approved the Second Amendment to the Memorandum of Understanding with Colton-Redlands-Yucaipa Regional Occupational Program for the provision of temporary staffing services to support the City's Recreation and Senior Services Divisions in an amount not-to-exceed

$40,000.

Vote: 5 - 0 Passed

PO Modification Unleaded & Diesel Fuel

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, a purchase order modification in the amount of $105,431.81 with Pinnacle Petroleum for delivery and supply of unleaded and diesel fuel.

Vote: 5 - 0 Passed

In-Kind Support Chamber Dog Jog Event

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously authorized, by roll call vote, the closure of E. State St., 9th St., Olive Ave., Center St., Brookside Ave. and Eureka St., from 9:00 a.m. to 2:00 p.m. on the event day; and approved the expenditure of city resources and in-kind support in the amount of $7,825 related to the Dog Jog event hosted by the Redlands Chamber of Commerce on October 22, 2022, within Ed Hales Park and the downtown area.

Vote: 5 - 0 Passed

2022 Library Gala Consumption of Alcoholic Beverages

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously determined, by roll call vote, that approval of the request for the consumption of alcoholic beverages within a City park during the 2022 Library Gala is exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act; and approved the request for the consumption of alcoholic beverages at Smiley Park during the 2022 Library Gala to be held on October 15, 2022.

Vote: 5 - 0 Passed

SBC Agreement Police Use of Force Trimester Training

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the agreement between the City of Redlands and the County of San Bernardino for police use of force trimester training at a total cost not to exceed $80,040, to obtain mandated POST perishable skills training and firearms qualifications for its officers.

Vote: 5 - 0 Passed

NEW BUSINESS

MOU for Standby Paramedic Services U of R Football Games

Fire Chief Sessler presented a Memorandum of Understanding between the City of Redlands and the University of Redlands for the provision of standby paramedic services for home football games held at the University's stadium.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Mick Gallagher, the City Council unanimously approved, by roll call vote, the Memorandum of Understanding with the University of Redlands for the provision of standby paramedic services during the 2022-2023 school year football games held at the University's stadium.

Vote: 5 - 0 Passed

Residential Refuse Bins Supply and Delivery

Assistant City Manager Boatman summarized the Assignment and Assumption Agreement between the City of Redlands, Otto Environmental Systems North America, Inc. and Duramax Holdings LLC, to revise the Contractor's business name and contact information as it relates to the supply and delivery of residential refuse bins.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, an Assignment and Assumption Agreement between the City of Redlands, Otto Environmental Systems North America, Inc. and Duramax Holdings LLC, for supply and delivery of residential refuse bins.

Vote: 5 - 0 Passed

Downtown Parking Study Agreement

Development Services Director Desatnik offered details of the agreement with Walker Consultants, Inc. for the completion of a Downtown Parking Study and explained the last downtown parking study was prepared in-house about five years ago. The scope of work included in the new proposal provided for inventory and mapping of existing parking facilities; parking utilization analysis; parking management recommendations; strategies to improve utilization; and opportunities for new parking facilities. As public comment, Dennis Bell wondered if the public scoping meetings would be open, transparent and encourage public participation. Evan Sanford, representing the Chamber of Commerce, stressed the importance of considering all the many variables affecting parking downtown and requested the City develop a strong public awareness campaign, with a detailed plan of action. He looked forward to being involved in the process.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the agreement with Walker Consultants, Inc. for the completion of a Downtown Parking Study for an amount not-to-exceed $121,560.

Vote: 5 - 0 Passed

Wastewater Bio-Solids Hauling and Disposal

Municipal Utilities and Engineering Department Director Harris reviewed the Non-Professional Services Agreement with Synagro-WWT, Inc. for wastewater bio-solids hauling and disposal.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Mick Gallagher, the City Council unanimously determined, by roll call vote, that approval of the Non-Professional Services Agreement with Synagro-WWT, Inc. is exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act; and approved the Non-Professional Services Agreement with Synagro-WWT, Inc. for wastewater bio-solids hauling and disposal with an initial one (1) year term value not-to-exceed $350,000 with options to extend for two (2) additional years.

Vote: 5 - 0 Passed

Plumbers Depot Jet/Vac Truck Purchase

Municipal Utilities and Engineering Director Harris provided background on the need for a 2023 GapVax MC1510-3S3S combination Jet/Vac truck purchase from Plumbers Depot, Inc. This purchase will allow city crews to perform preventative maintenance and clean storm drains in advance of a storm but also be an effective tool in emergency situations.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Mick Gallagher, the City Council unanimously approved, by roll call vote, a 2023 GapVax MC1510-3S3S combination Jet/Vac truck purchase from Plumbers Depot, Inc. for $657,806.09.

Vote: 5 - 0 Passed

Stronger Together Now Latina Love Fest Temporary Closure Request

Assistant City Manager Boatman introduced the request for commercial vendors and the temporary closure of 5th Street for the Stronger Together Now Latina Love Fest within Ed Hales Park on October 8, 2022. The event is intended to bring the community together to celebrate Latinas and their contributions to the City with an awareness on women and domestic abuse.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Denise Davis, the City Council unanimously determined, by roll call vote, that the event is categorically exempt from environmental review pursuant to Section 15061 (b)(3) of the state's guidelines implementing the California Environmental Quality Act; approved commercial vendors and the temporary closure of 5th Street for the Stronger Together Now Latina Love Fest within Ed Hales Park on October 8, 2022.

Vote: 5 - 0 Passed

Agreement for City-Owned Citrus Groves Maintenance and Harvest

Assistant City Manager Boatman presented the agreement with Larry Jacinto Farming, Inc., for the care, maintenance and harvest of city-owned citrus groves. He explained the City maintains the groves using internal staff, while this agreement would provide for supplemental specialized contractual services, such as rodent control, brown rot and frost control, hedging and topping, brush chopping, trip spray, ACP Treatment, and PCA reporting. As public comment, Dennis Bell expressed concerns about the availability of water supplies and the irrigation of citrus groves in the future. Andy Hoder pointed out it was noteworthy that only one contractor responded to the bid request, and he said the orange groves in Redlands were a symbol of a bygone era. He thought that once the citrus groves were no longer profitable, the City would need to make tough decisions to justify their continued operations.

On motion of Mayor Pro Tempore Eddie Tejeda, seconded by Council Member Mick Gallagher, the City Council unanimously approved, by roll call vote, the agreement with Larry Jacinto Farming, Inc., for the care, maintenance and harvest of city-owned citrus groves for an amount not-to-exceed $1,017,900 for a period of three years.

Vote: 5 - 0 Passed

COUNCIL MEMBER ANNOUNCEMENTS AND ACTIVITIES

Mayor Barich enjoyed attending an event celebrating 75 years of the independence of India.

Council Member Davis announced September 15, 2022 was the deadline for Redlands high school students to apply to the Youth Council. This will be the second year of the program, initiated to expose students to various aspects of municipal government and provide them with an outlet for advocacy.

ADJOURNMENT

There being no further action required, the meeting adjourned at 7:37 P.M. The next regular meeting of the City of Redlands City Council will be held on September 20, 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 Vice Chair Tejeda, seconded by Board Member Davis, the minutes of the regular meeting of July 5, 2022, were unanimously approved by roll call vote.

Vote: 5 - 0 Passed

ADJOURNMENT

There being no further business, the Successor Agency Board of Directors' meeting was adjourned at 7:38 P.M. The next regular meeting of the Agency will be held on October 4, 2022.