CITY OF REDLANDS

CITY COUNCIL

A G E N D A

MAY 10, 2022

PAUL T. 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
DANIEL J. McHUGH
City Attorney

NOTICE OF JOINT SPECIAL MEETING OF THE CITY COUNCIL AND PLANNING COMMISSION CITY OF REDLANDS, CALIFORNIA

TUESDAY, MAY 10, 2022

6:00 p.m. Open Session (Public Meeting)
* * *
City Council Chambers
Civic Center, 35 Cajon Street, Redlands, California

In accordance with California Government Code Section 54956, Mayor Barich and Chairman Frasher have called a joint special meeting of the City Council and Planning Commission to be held on MAY 10, 2022 at 6:00 p.m. in the Council Chambers, Civic Center, 35 Cajon Street, Redlands.

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 820 5813 0566, then run the Zoom launcher
Passcode: 889930
To join via Zoom with audio only (cell phone or landline):
Dial 1-877-853-5247
Enter the Meeting ID 820 5813 0566
Passcode: 889930

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.

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 bracket at the table along the 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 COUNCIL CHAMBERS.

A. **Call Joint Special Meeting to Order**

B. **Public Comments - City Council**
(At this time, the City Council and Planning Commission will provide an opportunity for the public to address them on any subject, within the jurisdiction of either the City Council or Planning Commission, 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.)

C. **Public Hearings**

1. Proposed State Street Village project by Applicant Village Partners Ventures, LLC, and VPV State Street Village, LLC.
(Mayor to declare meeting open as a public hearing.)

PUBLIC HEARING to consider the following applications for the properties 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 land use district, and associated California Environmental Quality Act determination:

1. **City Council Resolution No. 8337 / Planning Commission Resolution No. 1574**– 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. 8338 / Planning Commission Resolution No. 1575 (General Plan Amendment No. 142)** – A request for the Planning Commission's recommendation and City Council approval to amend Figure 4-1, General Plan Land Use Map, and change the land use designation to “Commercial” for five parcels totaling approximately 1.1 acres at the southeast corner of East Citrus Avenue and Eureka Street (APNs: 0171-251-06-0000 through 0171-251-10-0000).

3. **City Council Resolution No. 8339 / Planning Commission Resolution No.1576 (Conditional Use Permit No. 1155 and Commission Review & Approval No. 933)** – A request for the Planning Commission's recommendation and City Council approval of the proposed redevelopment of the Redlands Mall site on approximately 11.15 acres with a mixed use project that includes residential and commercial uses

within five new multi-tenant buildings, to include the following:

- Construct five mixed-use buildings up to four (4) stories high;
- Construct up to 700 multifamily dwelling units (apartments and condominiums), to include studio, one-bedroom, two-bedroom, and three-bedroom, and live/work units;
- Construct an approximately 6,000 square-foot recreational amenity building including pool, and other private courtyards;
- Construct up to 71,778 square-feet of commercial floor area on ground floors to include retail and restaurant uses, as well as a rooftop restaurant;
- Construct up to 12,328 square-feet of office space;
- Construct a five-level above ground parking structure with 686 spaces;
- Construct two subterranean parking garages with 415 and 225 spaces;
- Construct public and private open space areas to include plaza area, landscaping, shade trees, street trees, and pedestrian improvements; and
- Construct related site improvements to include sidewalks, driveways, landscape, lighting and street lights, storm drains, flood prevention features, and public and private utility connections.

4. **City Council Resolution No. 8340 / Planning Commission Resolution No. 1576 (Conditional Use Permit No. 1156 and Commission Review & Approval No. 934)** – A request for the Planning Commission's recommendation and City Council approval to construct a 14,500 square-foot single tenant retail building with one lane for a drive-through pharmacy window on approximately 1.1 acres located at the southeast corner of East Citrus Avenue and Eureka Street (APNs: 0171-251-06-0000 through 0171-251-10-0000).

5. **City Council Resolution No. 8341 / Planning Commission Resolution No. 1576 (Tentative Tract Map No. 20425)** – A request for the Planning Commission's recommendation and City Council approval for a proposed subdivision map to: consolidate multiple parcels on the Mall site, and create a total of seven parcels for development purposes plus condominium dwelling units within the proposed mixed use project on the 11.15-acre Mall site (APNs: 0171-053-01 through 0171-053-06-0000); and merge five parcels located at the southeast corner of East Citrus Avenue and Eureka Street (APNs: 0171-251-06-0000 through 0171-251-10-0000) into one new parcel for development purposes.

(Development Services Director Desatnik)

D. **Adjournment**

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 Municipal Utilities/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.

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-broadcasted at 7:00 P.M. the following Wednesday, Friday and Sunday; and at 9:00 A.M. Thursday, Saturday and Monday. Agendas, staff reports and minutes of the City Council of the City of Redlands are available on the Internet:

http://www.cityofredlands.org

"A City That Works"

Joint Special City Council and Planning Commission Meeting **C. 1.**

DATE: 05/10/2022

TO: Honorable Mayor and City Council Members
Honorable Chair and Planning Commission Members

SUBJECT: Proposed State Street Village project by Applicant Village Partners Ventures, LLC, and VPV State Street Village, LLC.
(Mayor to declare meeting open as a public hearing.)

PUBLIC HEARING to consider the following applications for the properties 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 land use district, and associated California Environmental Quality Act determination:

1. **City Council Resolution No. 8337 / Planning Commission Resolution No. 1574**– 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. 8338 / Planning Commission Resolution No. 1575 (General Plan Amendment No. 142)** – A request for the Planning Commission's recommendation and City Council approval to amend Figure 4-1, General Plan Land Use Map, and change the land use designation to “Commercial” for five parcels totaling approximately 1.1 acres at the southeast corner of East Citrus Avenue and Eureka Street (APNs: 0171-251-06-0000 through 0171-251-10-0000).

3. **City Council Resolution No. 8339 / Planning Commission Resolution No.1576 (Conditional Use Permit No. 1155 and Commission Review & Approval No. 933)** – A request for the Planning Commission's recommendation and City Council approval of the proposed redevelopment of the Redlands Mall site on

approximately 11.15 acres with a mixed use project that includes residential and commercial uses within five new multi-tenant buildings, to include the following:

- Construct five mixed-use buildings up to four (4) stories high;
- Construct up to 700 multifamily dwelling units (apartments and condominiums), to include studio, one-bedroom, two-bedroom, and three-bedroom, and live/work units;
- Construct an approximately 6,000 square-foot recreational amenity building including pool, and other private courtyards;
- Construct up to 71,778 square-feet of commercial floor area on ground floors to include retail and restaurant uses, as well as a rooftop restaurant;
- Construct up to 12,328 square-feet of office space;
- Construct a five-level above ground parking structure with 686 spaces;
- Construct two subterranean parking garages with 415 and 225 spaces;
- Construct public and private open space areas to include plaza area, landscaping, shade trees, street trees, and pedestrian improvements; and
- Construct related site improvements to include sidewalks, driveways, landscape, lighting and street lights, storm drains, flood prevention features, and public and private utility connections.

4. **City Council Resolution No. 8340 / Planning Commission Resolution No. 1576 (Conditional Use Permit No. 1156 and Commission Review & Approval No. 934)** – A request for the Planning Commission's recommendation and City Council approval to construct a 14,500 square-foot single tenant retail building with one lane for a drive-through pharmacy window on approximately 1.1 acres located at the southeast corner of East Citrus Avenue and Eureka Street (APNs: 0171-251-06-0000 through 0171-251-10-0000).

5. **City Council Resolution No. 8341 / Planning Commission Resolution No. 1576 (Tentative Tract Map No. 20425)** – A request for the Planning Commission's recommendation and City Council approval for a proposed subdivision map to: consolidate multiple parcels on the Mall site, and create a total of seven parcels for development purposes plus condominium dwelling units within the proposed mixed use project on the 11.15-acre Mall site (APNs: 0171-053-01 through 0171-053-06-0000); and merge five parcels located at the southeast corner of East Citrus Avenue and Eureka Street (APNs: 0171-251-06-0000 through 0171-251-10-0000) into one new 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 and the Planning Commission.
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 calls for final questions/comments from members of the City Council and the Planning Commission.
9. Mayor closes the public hearing.
10. Planning Commission considers the motions and votes.
11. Planning Commission Adjourns
12. City Council considers the motion and votes.

MOTION(S):

Planning Commission Recommendation:

If the Planning Commission deems it appropriate, staff recommends the following motions.

I move to adopt Resolution No. 1574 recommending that the City Council adopt the Sustainable Communities Environmental Assessment document prepared for the proposed project in accordance with the California Environmental Quality Act;

I move to adopt Resolution No. 1575 recommending that the City Council approve General Plan Amendment No. 142 for approximately 1.1 acres located at the southeast corner of West Citrus Avenue and Eureka Street;

I move to adopt Resolution No. 1576 recommending that the City Council approve the following entitlements for the proposed project:

- Commission Review and Approval No. 933;
- Commission Review and Approval No. 934;
- Conditional Use Permit No. 1155;
- Conditional Use Permit No. 1156; and,
- Tentative Tract Map No. 20425. City Council Motions:

If the City Council deems it appropriate, staff recommends the following motions.

I move to adopt Resolution No. 8337 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. 8338 and approve General Plan Amendment No. 142 for approximately 1.1 acres located at the southeast corner of West Citrus Avenue and Eureka Street; and

I move to adopt Resolution Nos. 8339, 8340, and 8341, and approve Commission Review and Approval No. 933 and No. 934, Conditional Use Permit No. 1155 and No. 1156, and Vesting Tentative Tract Map No. 20425 for the proposed project.

COMMISSION RECOMMENDATION:

On April 12, 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 26 written public comments were reviewed, of which 22 were in support and two opposed (see Attachment A). A total of 20 speakers attended the public hearing on April 12, 2022 (click here to go to the meeting video). The written and verbal comments focused on the opportunity to redevelop the vacant Redlands Mall with a mixed use project, the desire for a compact and walkable downtown, compliments about the pedestrian-oriented design, some concerns about specific aspects of the proposed architectural design, general concerns about parking constraints in the downtown area, and questions about the Development Agreement. The Commission voted unanimously to continue the public hearing to a joint Planning Commission and City Council meeting to be scheduled at a future date.

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 -- retail, office and government.

Measure U: On May 18, 2021, the City Council adopted Resolution No. 8215 determining the proposed project (as mixed use and transit-oriented development) was exempt from Measure “U.” The language of Measure “U” as approved in 1997 includes a specific provision that declares future development directly related to the train stations as being exempt from the provisions of Measure “U.” This exemption was included at the time to encourage the construction and operation of passenger trains in Redlands, as higher numbers of people living and working in close proximity to the train stations would be a critical component of its future success in terms of potential transit ridership as well as constructing new transit-oriented developments around the train stations.

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) public hearings or meetings 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 based on nonconformance with subjective design criteria, 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, and places the burden of proof 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 non-residential uses with at least two-thirds of the square-footage designated for residential use.

The applicant for this project has filed a SB 330 Preliminary Housing Application pursuant to the Housing Crisis Act of 2019, which means that the above provisions are in effect for this project. Further discussion of the City Council alternatives with respect to the SB 330 constraints is detailed in the Alternatives section of this staff report.

ANALYSIS:

A) Project Description

The project proposes to redevelop the Redlands Mall site in the heart of downtown Redlands (see Attachment B, Location Map & Aerial Photo). The primary features of the proposed project are mixed uses (i.e., residential combined with commercial uses) and transit-oriented development located less than one-quarter (1/4) mile from the downtown Santa Fe Depot train station. The mixed use proposal consists of five new buildings, four of which will have retail and restaurant uses on the ground floor with multifamily residential units on upper floors (see Attachment C-1, Site Plan). For a detailed description of the residential and commercial components of the project, please refer to the Planning Commission staff report (click here).

In order to implement the mixed use project, it will be necessary to relocate one existing long-term anchor tenant on the Mall site, which is the CVS Pharmacy. To facilitate a timely relocation for CVS and allow the entire project to move forward, the proposed project includes a new 14,500 square-foot single tenant retail building with pharmacy drive-thru window across the street at the southeast corner of Citrus Avenue and Eureka Street (see Attachment C-2, Site Plan).

A complete set of project development plans are provided including: Floor Plans (Attachment D); Architectural Elevations, Color Renderings, and storefront sample elevations (Attachment E); Landscape Plan, Hardscape Plan, and Lighting Plan (Attachment F); Street Striping Plan (Attachment G); and Tentative Tract Map for parcel consolidations and for condominium purposes, plus civil

plans (Attachment H).

B) General Plan

Land Use Designation: The 11.15-acre Mall site is currently designated as "Commercial" on the General Plan Land Use Map (Attachment J-1) and the existing C-3, General Commercial zoning is consistent with the General Plan.

General Plan Amendment: The five parcels totaling approximately 1.1 acres located on the south side of East Citrus Avenue (for the CVS store site) are currently designated as "Public/Institutional" and a General Plan Amendment is necessary to change the land use designation to "Commercial" (see Attachment J-2). The amendment would be consistent with the existing Commercial designations for properties to the north, east, and west, and the existing zoning as C-3, General Commercial will be consistent.

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.

There are more than 100 Principles and Actions relating to the Transit Village Concept, and more than 60 of which pertain to the proposed project specifically. The proposed project and land use would be consistent with the 2035 General Plan including the concept for a transit village in the downtown. For a detailed analysis of the applicable General Plan policies, please see Attachment J-3. 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 within the C-3, General Commercial land use district (Attachment K-1). The proposed project complies with all applicable development standards including: maximum building height, floor-area ratio, building setbacks, landscaping, resident parking, commercial parking, and other standards. For a detailed analysis of the applicable zoning standards, please refer to the Planning Commission staff report and the attached tables of C-3

development standards (Attachment K-2 and Attachment K-3).

Building Heights: The C-3, General Commercial district does not have a stated height limitation. The mixed use buildings will be up to three- and four-stories high, with the corner tower elements on Buildings 1, 2 and 3 projecting slightly higher. It should be noted that the applicant previously modified their original proposal, and removed the residential fifth floors of some buildings that would have been up to five stories high. The CVS store will be one and one-half stories.

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 mixed use project will have a FAR of 2.85 and is less than the maximum permitted for the C-3 zoning district.

D) Commission Review & Approval No. 933 and Conditional Use Permit No. 1155 (Mixed Use Project)

New Streets: A key feature of the proposed Site Plan is the re-establishment of the historic street grid through the project site. In this case, a new extension of West State Street (in the East-West direction) would begin at Orange Street and proceed westerly to a new extension of Third Street (in the North-South direction between W. Redlands Blvd. and W. Citrus Ave.). The proposed streets would be privately owned and maintained. When the Mall was built in the mid-1970s, it consolidated six square blocks and removed entire segments of West State Street, Third Street, and Fourth Street through the site. The proposed streets will break up the "megablock" and create shorter block lengths that are more pedestrian-friendly. The proposed configuration will be generally consistent with the city's plans for the area. The developer also proposes re-striping Orange Street and West Citrus Avenue along the project's street frontages (see Attachment G).

Pedestrian Connectivity: At the "T" intersection of West State Street at Third Street within the project site, a pedestrian plaza would be constructed at the terminus of the new State Street/Third Street extensions at the westerly side of the intersection. The plaza would provide a focal point at the terminus of State Street as well as provide an informal area for outdoor dining, recreation, plus organized events. A pedestrian path approximately 270 feet in length would continue west from the pedestrian plaza to connect to Eureka Street. In addition, a new pedestrian paseo approximately 230 feet in length would be constructed in the southeast quadrant of the project site between the State Street extension and Citrus Avenue (dividing the new block and new buildings).

Building Placement: Proposed new buildings on the 11.15 acre Mall 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. Storefronts, residential entrances, and building frontages placed close to the sidewalks will create an active, engaging, and safe pedestrian environment. Building lengths suggest proportional increments ranging between approximately 100 to 180 feet in total length along primary street frontages, which would be appropriate for walkability and pedestrian orientation.

Mix of Land Uses: The proposed style and intended mix of land uses will be consistent with existing C-3 zoning as well as the draft Transit Villages Specific Plan. Conceptual floor plans emphasize retail and restaurant uses on the ground-floors (Buildings 1, 2, 4-A and 4-B) plus office space on the upper floors in Building 2. Residential units are provided on the upper floors of all buildings, plus at ground-level in Building 1 fronting on Citrus Avenue and Eureka Street (see Attachment D, Floor Plans). Ground-floor suites are predominantly retail and commercial along the State Street extension, Third Street extension, Orange Street, and around the central pedestrian plaza.

The number of residential units is also important because it supports the nearby commercial, retail, and restaurant uses. For example, someone living in a residential unit upstairs can easily make multiple stops at a coffee shop, restaurant, bank, medical office, neighborhood grocery, pharmacy, Post Office, or other personal services all within a half-mile radius and about a 5- to 10-minute walk. While many residents can be expected to own an automobile, it would not be necessary to utilize a motor vehicle to access nearby household goods and personal services. Some households within these types of mixed use developments may choose to not own any automobiles. The key feature of mixed use projects in a downtown or transit-oriented development is the ability for residents and others to conveniently walk or bike to nearby stores and services (in other words, they are not forced to drive and create vehicle trips every time they want to access common household goods or services).

Resident Parking: Sufficient on-site parking will be provided for all residential units in compliance with current code requirements (770 resident spaces required, and 777 spaces provided, plus 175 residential guest spaces). All mixed use buildings will have either a subterranean garage (Buildings 1, 3, 4-A and 4-B) or an above-ground parking structure (Building 2) that provides parking for the units within each separate building. A detailed analysis of the proposed resident parking is provided in the Planning Commission staff report.

Commercial Parking: Sufficient on-site parking will be provided for all commercial suites in compliance with current code requirements (274 resident spaces required, and 364 spaces provided) plus sharing up to 100% of the 175 residential guest spaces as permitted by RMC Section 18.92.080(B) for mixed use projects within a half-mile radius of a train station. Parking for the commercial floor space (retail, restaurants, and office suites in all buildings) will be provided in the above-ground structure within Building 2. A Phasing Plan is also included to ensure adequate parking is provided for each phase as different

buildings are constructed at different times.

Public and Private Open Space: For further description of the proposed public and private open space and amenities, please refer to the Planning Commission staff report.

Architectural Design Guidelines: The proposed designs of the buildings 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 L-1) explains how the proposed project will meet the guidelines. The applicant's architect has also provided a narrative describing their design (see Attachment L-2).

Architectural Revisions after Planning Commission: Following the Planning Commission public hearing held on April 12, 2022, the applicant made several revisions and provided additional details regarding the exterior architectural treatments as listed below and summarized in the following table (see Attachment E-1).

- Additional details and exhibits showing proposed treatments on exterior plaster and brick walls (such as decorative tile, score lines, soldier courses of brick, etc.);
- Additional exhibits showing details for window and door treatments (such as inset dimensions, frames, sills, transoms, muntins or mullions, etc.);
- Changed the west side of Building 1 facing Eureka Street to have more details, additional patios at ground-level for active private space (i.e., not predominantly solid walls along Eureka St.), and more openings and features at pedestrian level;
- Changed the style of the tower roof on Building 1 (northeast corner of Eureka St/Brookside Ave.) to resemble a dome shape, which would be more consistent with the historic Post Office and dome directly across the street;
- Provided two more options for the style of tower roof on Building 2 (northwest corner at Redlands Blvd. and Third Street extension);
- Changed Building 3 facing the corner of Redlands Blvd. and Eureka Street (the south side facing Eureka St.) to have the appearance of smaller building sections and slightly reduce the towering appearance along Eureka Street.

Table 1: Summary of Architectural Changes

Building No.	*Major Changes*	*Minor Changes*
1	Roofline facing Eureka St. omits the two circular medallions centered on the interior façades; Tower element (northeast corner of Brookside Ave./Citrus Ave.) has revised roof to resemble a dome shape utilizing oxidized copper sheeting; Additional patios at ground-level facing Eureka St. now provide doors and railings for enclosure, active private space, and pedestrian scale.	Additional details shown for brick siding, window frames, and roofline treatments.
2	Tower element (northeast corner of Redlands Blvd./Third St.) has revised roof shapes and different options presented, such as a gable roof option and a flat pyramid hip roof option.	Additional details shown for brick façades, decorative tiles, columns at ground level, window and door frames and depths, railings and balconies, and roofline treatments and eaves.
3	“Lantern Building” (southeast corner of Eureka St./Redlands Blvd.) has revised massing facing south toward Eureka St., and now includes arch shapes on the lower floors and two balconies on upper floors (which slightly reduces the scale and decreases the towering appearance).	Additional details shown for tile trim, window frames, roofline treatments, and ornamental iron and railing elements.
4-A and 4-B	No major changes	Additional details shown for brick siding, window frames, and roofline treatments.

E) Commission Review & Approval No. 934 and Conditional Use Permit No. 1156 (Retail Store/Pharmacy)

The proposed Site Plan places a new 14,500 square-foot retail building (to relocate CVS Pharmacy) with a new surface parking lot, and the building placed with frontage along West Citrus Avenue. Currently, the CVS Pharmacy on the Mall site is open 24 hours daily, and the pharmacy closes at 10:00 PM. The proposed parking lot has 43 spaces is on the west side of the store, and a smaller parking lot with 18 spaces as well as the drive-through lane are on the east side of the store. The proposed drive-through lane will be entered from the

rear alley, and the alley is accessed directly from Eureka Street, as well as indirectly from Citrus Avenue (by driving through the parking lot to access the alley).

Development Standards: The proposal will meet all applicable development standards of the C-3, General Commercial zone (see Attachment K-3, Table of Development Standards). The drive-through lane will be partially screened by the orientation of the building, a section of low screen wall in front of the drive-through (within the front planter area), and perimeter landscaping around the parking lot.

Drive-Through Lane: The placement of the pharmacy window on the easterly side of the building is toward a minor side street (Fourth Street). The drive-through lane is situated on the east the building and will be fully screened from view along Eureka Street, and partially screened from view along westbound Citrus Avenue. A condition of approval is included to require the drive-through lane to be adequately screened (to a height equal to or greater than that of standard vehicular headlights) as required by RMC Section 18.156.370(G). This may be achieved through installation of a low decorative wall (e.g., minimum 3'0" high) in front of the drive-through lane plus appropriate hedge-type landscaping (or equivalent plantings) along the Citrus Avenue frontage.

Architectural Design: The proposed architectural design blends elements of the new mixed use project (e.g., plaster cement stucco exterior) proposed for the Mall site to the north across Citrus Avenue with other elements of nearby existing structures. The most prominent adjacent structure with historical characteristics is the two-story Post Office building located at 201 Brookside Avenue (the southwest corner of Brookside Ave./Eureka St.), directly to the west of the CVS site, and is listed on the National Register.

The proposed CVS store architecture reflects certain design elements of the Post Office building, most notably with the series of arches on the front elevations (north and west sides), use of blue-glazed ceramic tile around the main entry and within the arches, and small circular coin-type features placed between arches. One clearly inconsistent design element is the use of the Copper Patina (faux oxidized) metal roof atop the tower feature; this clashes with the dome on the Post Office approximately 250 feet to the west (although it would be more consistent with the proposed towers of the new mixed use development on the Mall site). The CVS store tower as proposed would be 45 feet high and is obviously designed to attract attention. Staff recommends changing the tower top to a dome design with plaster.

F) Development Agreement

The proposed Development Agreement is a legislative act, and can be considered and approved at a later date (subsequent to a decision on the

proposed project entitlements). Final terms are still being negotiated at this time, and the completed Development Agreement will be brought to the Planning Commission and City Council separately at a later date.

G) Findings

The relevant Findings for all requested entitlements are included in Resolution Nos. 8339, 8340, and 8341 attached to this staff report.

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 November 5, 2021, and ended on December 6, 2021. 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. 2021110117). 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-3) includes a total of eight (8) 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. 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 three (3) public comment letters during the 30-day public review/comment period. One letter was received from the Gabrieleno Band of Mission Indians-Kizh Nation, one letter from an attorney representing the Southwest Regional Council of Carpenters, and one letter from

an attorney representing Supporters Alliance for Environmental Responsibility. 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 M-4). 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.

ALTERNATIVES:

The City Council may approve, conditionally approve, or deny the proposed project. This joint meeting of the Planning Commission and City Council on May 10, 2022, will be the fifth meeting held for the proposed project, and five (5) public hearings or meetings are the maximum that may be held for any housing project in accordance with the Housing Crisis Act of 2019 (SB 330). Therefore, the City Council may approve or conditionally approve the housing project with the proposed Findings as written.

Failure to act on the housing development project within the limit of five (5) hearings or meetings would constitute a disapproval of the project, according to Government Code Section 65589.5(h)(6).

Should the Council desire to disapprove the proposed project in its entirety, then specific findings must be made in accordance with the Housing Crisis Act of 2019 (SB 330). According to Government Code Section 65589.5(j)(1), when a proposed housing development project complies with applicable, objective general plan, zoning, and subdivision standards and criteria (including design review standards) in effect at the time that the application was deemed complete, but the local agency proposes to disapprove the project or to impose a condition that the project be developed at a lower density, the local agency shall base its decision upon written findings supported by a preponderance of the evidence in the record that both of the following conditions exist:

(A) The housing development project would 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. A "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified above, other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a

lower density.

SUBMITTED BY:
Brian Desatnik, Development Services Director

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

REVIEWED BY:
Daniel J. McHugh, City Attorney
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services Director

PREPARED BY:
Brian Foote, City Planner/Planning Manager

Attachments

Attachment A: List of Public Comments from April 12, 2022
Attachment B: Location Map & Aerial Photo
Attachment C-1: Site Plan for State Street Village
Attachment C-2: Site Plan for Retail Store
Attachment D: Floor Plans
Attachment E-1: Architectural Elevations (Revised)
Attachment E-2: Color Renderings
Attachment E-3: Retail Store Elevations
Attachment E-4: Materials & Colors Board
Attachment E-5: Storefront Sample Elevations
Attachment F-1: Preliminary Landscape Plan
Attachment F-2: Hardscape Plan
Attachment F-3: Lighting Plan
Attachment F-4: Plaza Concepts
Attachment G: Street Striping Plan
Attachment H: Tentative Tract Map No. 20425 and Civil Plans
Attachment I-1: Mall Site Historical Images
Attachment I-2: Downtown Redlands Historical Images
Attachment J-1: General Plan Land Use Map
Attachment J-2: General Plan Amendment (proposed)
Attachment J-3: Table of General Plan Policies
Attachment K-1: Zoning Map
Attachment K-2: Table of C-3 Development Standards (State Street Village)
Attachment K-3: Table of C-3 Development Standards (Retail Store/Pharmacy)

Attachment L-1: Table of Architectural Design Guidelines

Attachment L-2: Architect's Design Description

Attachment M-1: Initial Study (SCEA)

Attachment M-2: Environmental technical studies

Attachment M-3: Mitigation Monitoring & Reporting Program

Attachment M-4: Comments and Responses to Comments

Attachment N-1: Planning Commission Resolution No. 1574 (Environmental Recommendation)

Attachment N-2: Planning Commission Resolution No. 1575 (GPA No. 142 Recommendation)

Attachment N-3: Planning Commission Resolution No. 1576 (Project Recommendation)

Attachment O: City Council Resolution No. 8337 (Environmental Determination)

Attachment P: City Council Resolution No. 8338 (GPA No. 142)

Attachment Q-1: City Council Resolution No. 8339 (CUP No. 1155 and CRA No. 933)

Attachment R-1: City Council Resolution No. 8340 (CUP No. 1156 and CRA No. 934)

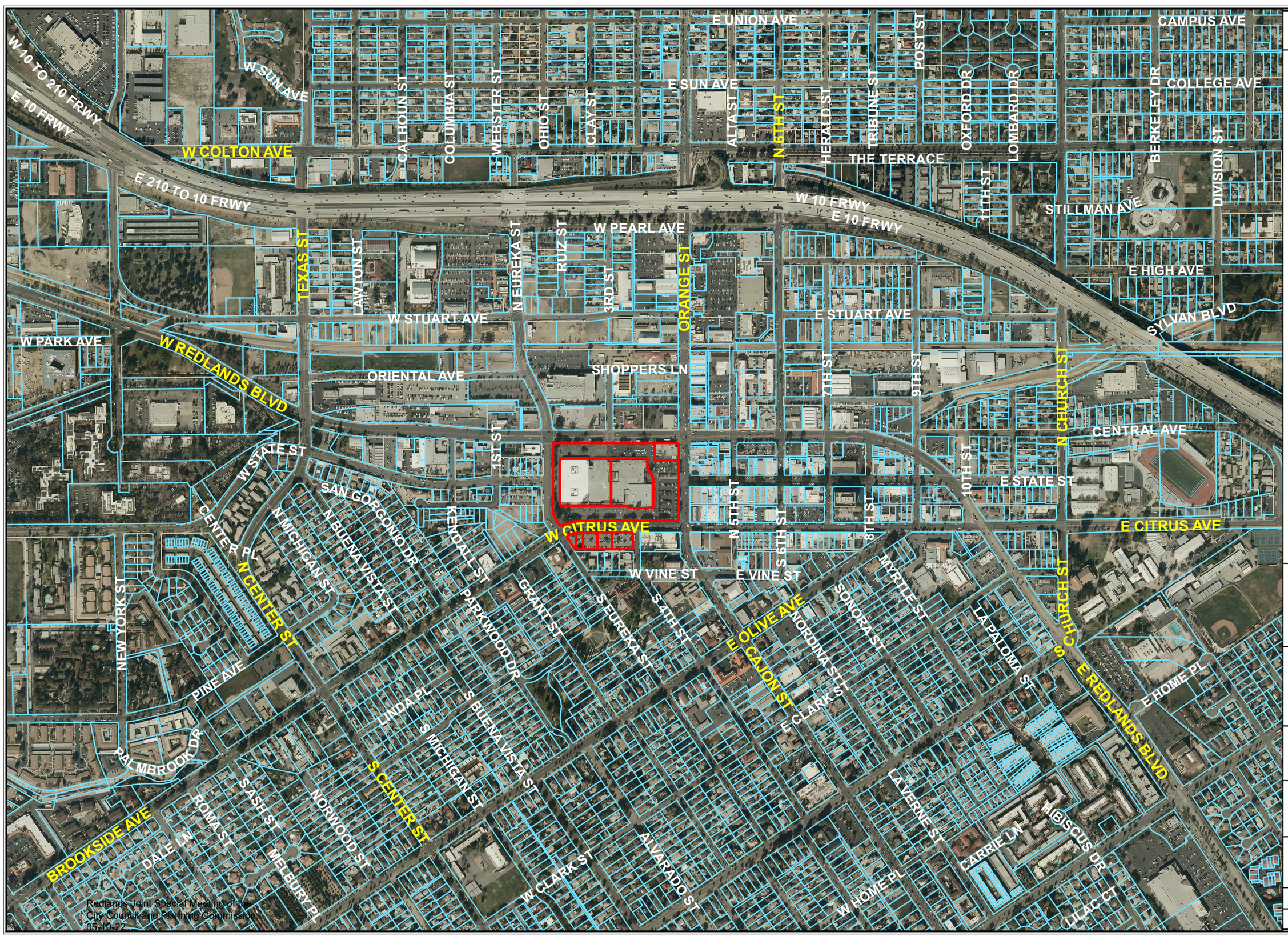
Attachment S-1: City Council Resolution No. 8341 (Tentative Tract Map No. 20425)

List of Written Comments
submitted for April 12, 2022, Planning Commission Hearing

No.	Comment Letter Date	Name(s)	For or Against project
1	4-05-2022	Carole Beswick, Bill Hatfield, Patty Holohan, Janet Greenfield, Deborah Barmack, Peter Davis, Howard Fites, Neal Waner, Garry Cohoe, Stan Weisser, Scott Welsh, June Heppenstall, Shirley Harry, Kasey Hawes, Brett Waterman, Sabine Robertson-Phillips, Thelma Muro-Dittes, Serena Davis, Andrew Hartzell	Not stated
2	4-08-2022	Kaitlyn Dodson-Hamilton	For
3	4-08-2022	Paul G.	For
4	4-10-2022	Lauren Roos	For
5	4-11-2022	Lisa Olson	For
6	4-11-2022	Greg Bedell	For
7	4-11-2022	Chalmer McClure	Against
8	4-11-2022	Richelle Banas	For
9	4-11-2022	Frank Chau	For
10	4-11-2022	Azhar Khan	For
11	4-11-2022	Robert Merchant	Not stated
12	4-11-2022	Zaul	For
13	4-11-2022	Georgie Trebizo	For
14	4-12-2022	Anne Surdzial	For
15	4-12-2022	Kathryne W.	For
16	4-12-2022	Dan Otter	For
17	4-12-2022	“?”	For
18	4-12-2022	Michael Fuller	For
19	4-12-2022	Brenda Spoelstra	Neither
20	4-12-2022	Brad Thomas	For
21	4-12-2022	Kaitlyn Creasy	For
22	4-12-2022	Crista Hatfield	Neither
23	4-12-2022	Amanda Otter	For
24	4-12-2022	Justin Messmore	For
25	4-12-2022	Richard Beall	Against
26	4-12-2022	Citabria Gernetzke	For

List of Commenters at the April 12, 2022, Planning Commission Hearing

No.	Date of Testimony	Name(s)	For or Against project
27	4-12-2022	Brett Waterman	For
28	4-12-2022	Andy Hoder	
29	4-12-2022	Garry Cohoe	
30	4-12-2022	Neal Waner	
31	4-12-2022	Shirley Harry	
32	4-12-2022	Carole Beswick	
33	4-12-2022	Jacob Kleskie	For
34	4-12-2022	Chalmer McClure	Against
35	4-12-2022	John Beihl	
36	4-12-2022	Erin Hankstrom	For
37	4-12-2022	Ruth Cook	For
38	4-12-2022	Matt Salz	For
39	4-12-2022	Evan Sanford	For
40	4-12-2022	Kathleen Beihl	
41	4-12-2022	Victoria Yundt	Against
42	4-12-2022	Maddie Jordan	For
43	4-12-2022	Christian Farmer	For
44	4-12-2022	Larry Leonard	Against
45	4-12-2022	Lynette Banda	
46	4-12-2022	Richard O’Donnell	Against



Redlands Joint Special Meeting of the City Council and Planning Commission 05-10-22

Location Map

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N
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Scale

0 490 980
Feet

City of Redlands
Department of Innovation & Technology
Geographic Information Systems

City of REDLANDS "A City That Works"

September 14, 2021

OneStop.mxd



Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22

Aerial Photo

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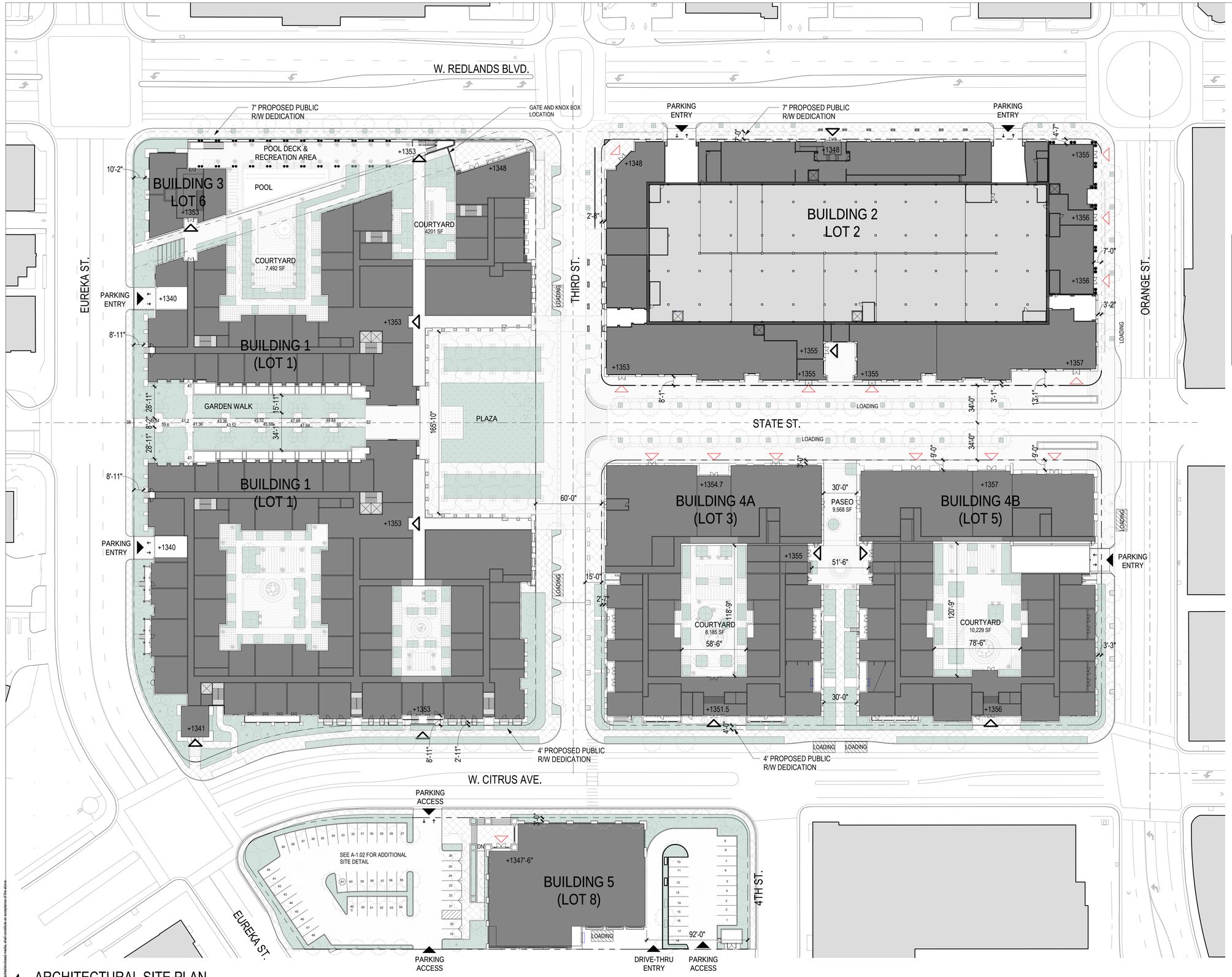

1 ARCHITECTURAL SITE PLAN
1" = 40'-0"

LOADING SPACES

"LOADING SPACE" OR "LOADING ZONE" MEANS THE SPACE ADJACENT TO A CURB OR EDGE OF A ROADWAY RESERVED FOR THE EXCLUSIVE USE OF VEHICLES DURING THE LOADING OR UNLOADING OF PASSENGERS OR MATERIALS (PER TVSP 4.12.C-4)
LOADING ZONE REQUIREMENTS PER TABLE 18.164.340:
1 = 3,000 - 15,000 SF COMMERCIAL AREA
2 = 15,001- 45,000 SF COMMERCIAL AREA

COMMERCIAL LOADING ZONES		
	REQUIRED	PROVIDED
B1	1	2
B2	2	2
BUILDING 3	0	0
B4A	1	1
B4B	1	1
B5	1	1
TOTALS	6	7

FAR SUMMARY

FAR SUMMARY			
BUILDING	TOTAL FLOOR AREA	LOT AREA	FAR
BUILDING 1	413,898.00	combines surface area of Lots 1,2,3,5 and 6. See C.01 for Lot exterits	0.99
BUILDING 2	395,563.00		0.94
BUILDING 3	25,564.00		0.06
BUILDING 4A	117,807.00		0.28
BUILDING 4B	121,000.00		0.29
TOTALS	**1,073,832.00**	**418,628.96**	**2.85**
LOT AREA	**418,628.96**		
FAR FACTOR	**4.00**		
MAXIMUM FLOOR AREA ALLOWED	**1,674,515.84**		

ARCHITECTURAL SITE PLAN LEGEND

- PLANTING AREAS (SEE L-SERIES FOR DETAILS)
- TYPICAL LOADING ZONE 10' W X 20' L X 14' H
- RESIDENTIAL ENTRY
- RETAIL / COMMERCIAL ENTRY
- PARKING ENTRY

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO. DATE REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
ARCHITECTURAL SITE PLAN

PROJECT NO.
1921300
DATE
1.20.22

SHEET NUMBER
A1.00

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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Redlands Joint Special Meeting of the
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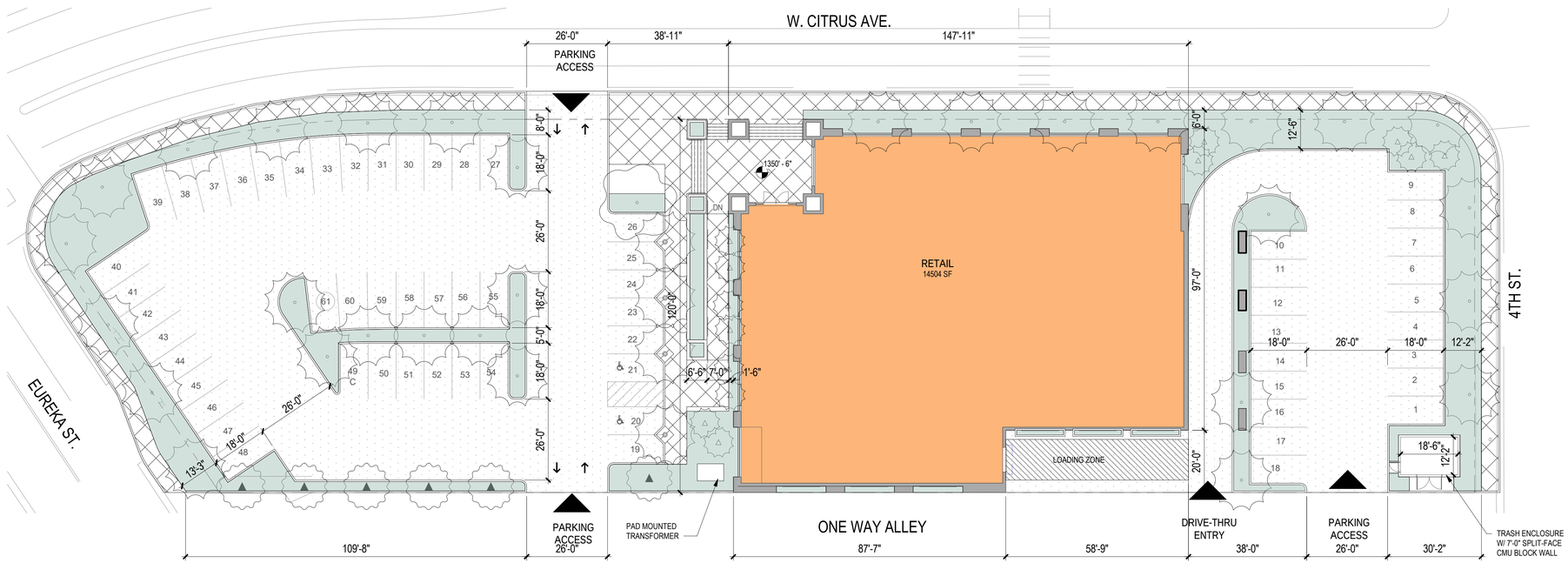
05-10-22



1 LOT 8 SITE PLAN
1" = 20'-0"

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DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
LOT 8 DETAILED SITE PLAN

PROJECT NO.
1921300
DATE
1.20.22

SHEET NUMBER
A1.02

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COMMISSION REVIEW & APPROVALS 933 & 934

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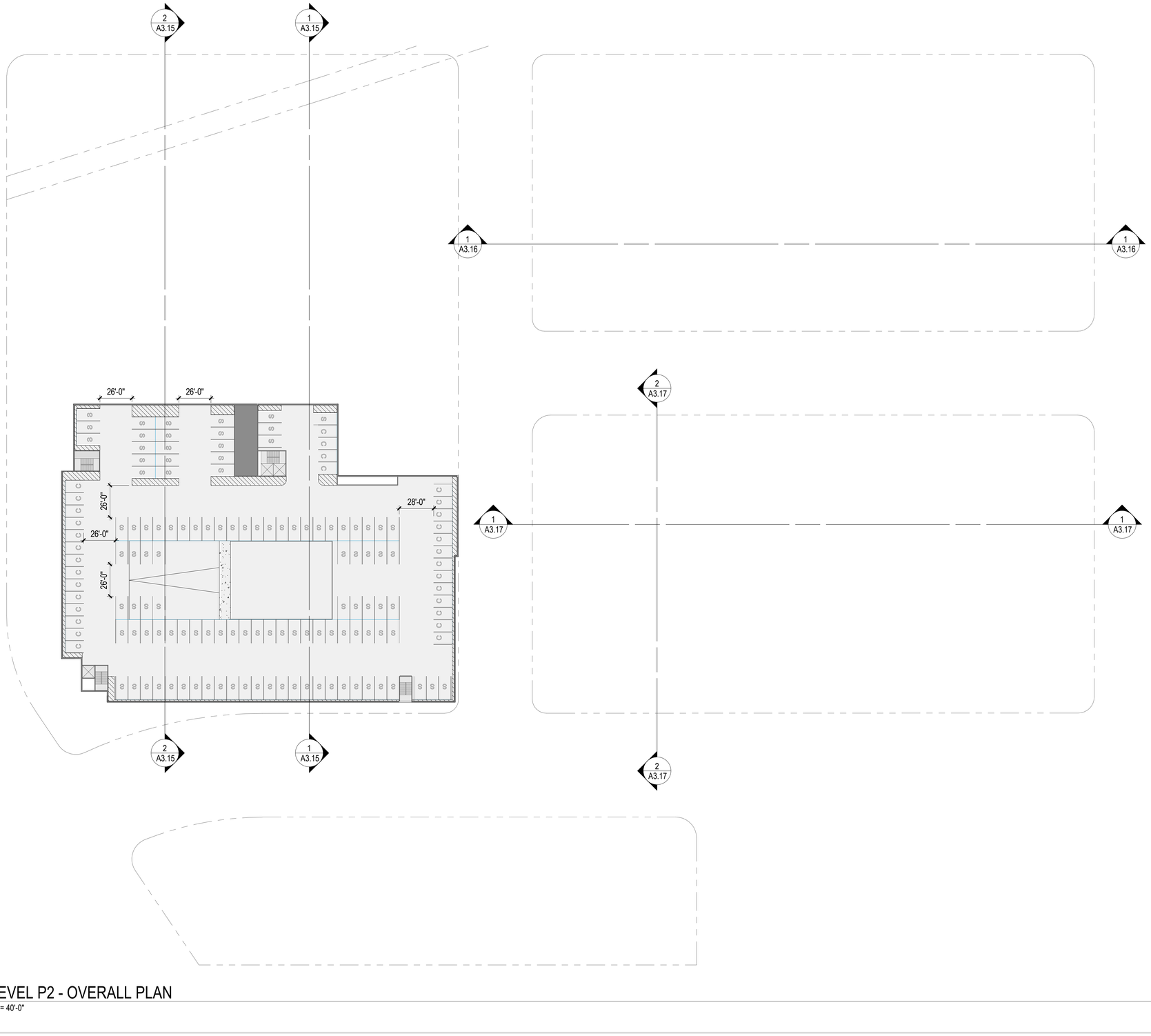

1 LEVEL P2 - OVERALL PLAN
1" = 40'-0"

PARKING LEGEND

9'-0" 15'-0" COMPACT PARKING STALL

9'-0" 19'-0" STANDARD PARKING STALL

9'-0" 8'-0" 19'-0" ADA PARKING STALL

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PROJECT
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NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
LEVEL P2 BUILING PLAN

PROJECT NO.
1921300
DATE
1.20.22

SHEET NUMBER
A2.00a

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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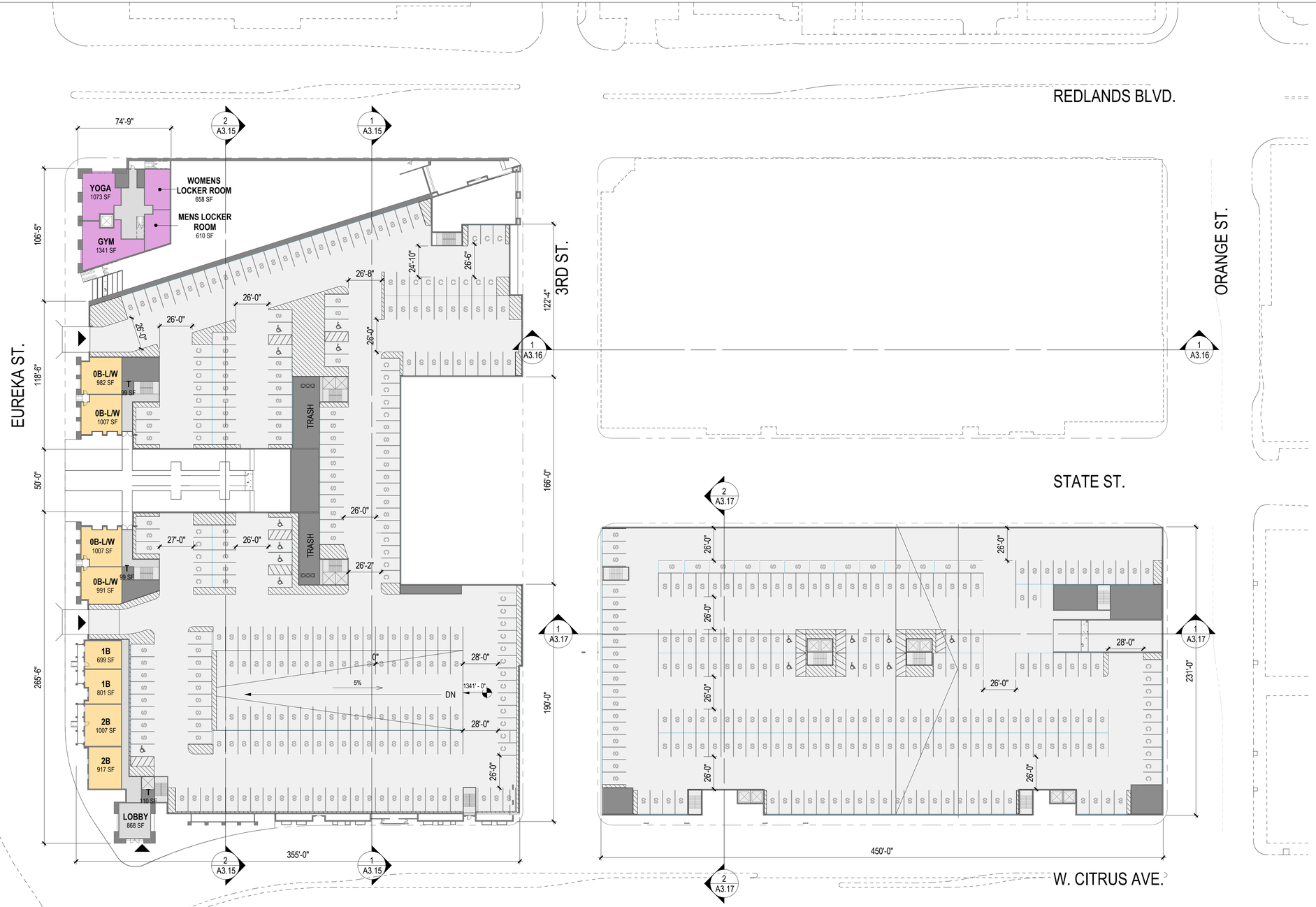

1 LEVEL P1 - OVERALL PLAN

1" = 40'-0"

LEGEND

- CIRCULATION
- COMMUNITY BUILDING
- MECHANICAL
- PARKING
- RESIDENTIAL

PARKING LEGEND

- 9'-0" / 15'-0" — COMPACT PARKING STALL
- 9'-0" / 19'-0" — STANDARD PARKING STALL
- 9'-0" + 8'-0" / 19'-0" — ADA PARKING STALL

MITHUN

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Culver City, CA 90232 / 323.937.2150

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
LEVEL P1 BUILDING PLAN

PROJECT NO.
1921300
DATE
1.20.22

SHEET NUMBER
A2.00b

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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LEGEND

- AMENITY
- CIRCULATION
- COMMUNITY BUILDING
- MECHANICAL
- OFFICE
- PARKING
- PRIVATE OUTDOOR LIVING SPACE
- RESIDENTIAL
- RETAIL
- RETAIL TRASH

1 LEVEL 01 - OVERALL PLAN

1" = 40'-0"

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
LEVEL 1 BUILDING PLAN

PROJECT NO.
1921300
DATE
1.20.22

SHEET NUMBER
A2.01a

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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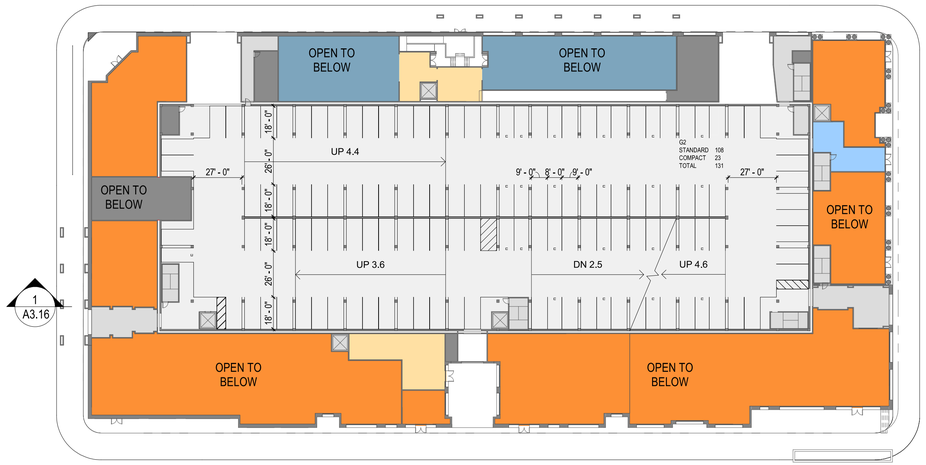

LEGEND

- AMENITY
- CIRCULATION
- MECHANICAL
- OFFICE
- PARKING
- RESIDENTIAL
- RETAIL

1 LEVEL 02 - GARAGE PLAN

1" = 40'-0"

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
LEVEL 2 GARAGE PLAN

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
A2.01b

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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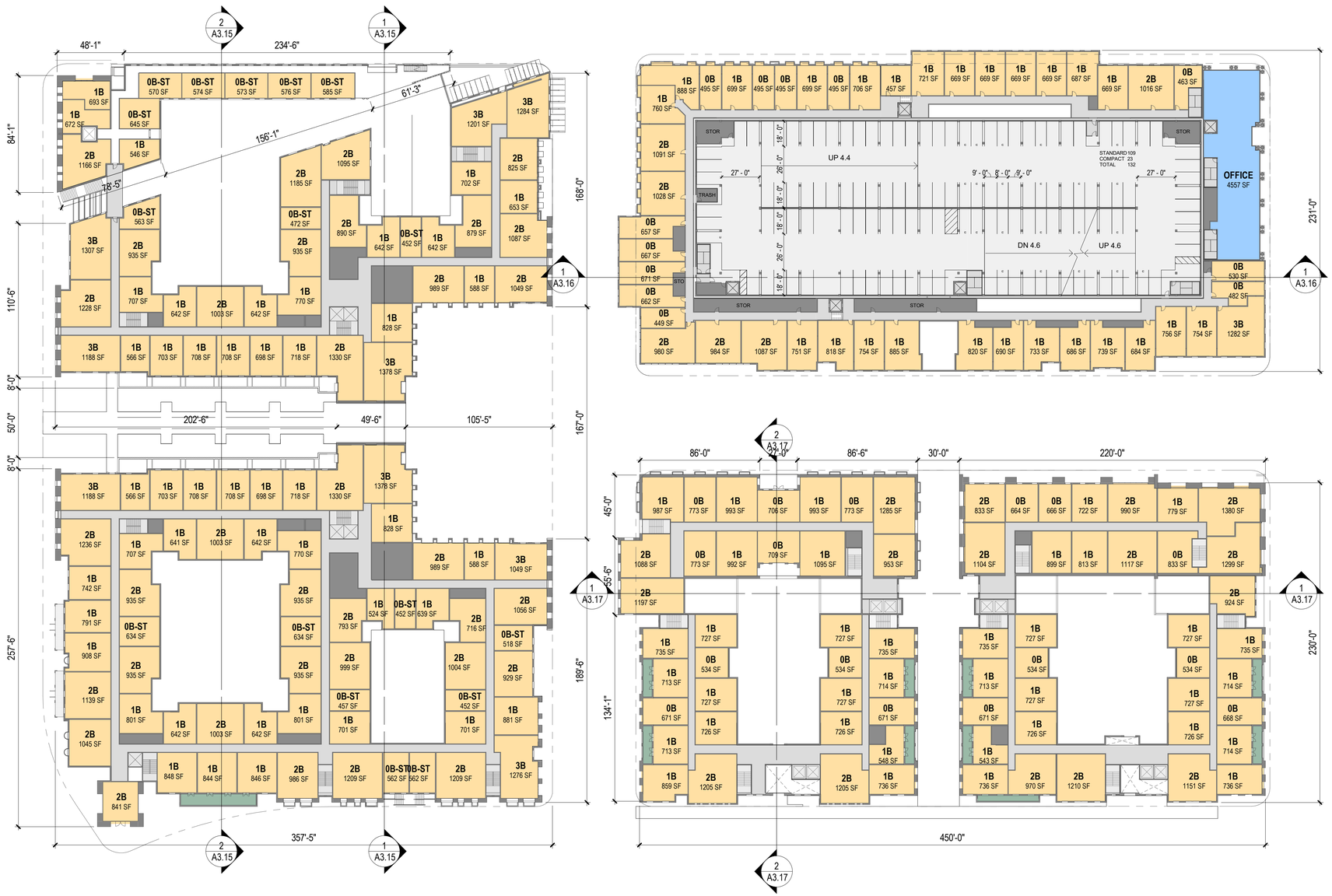

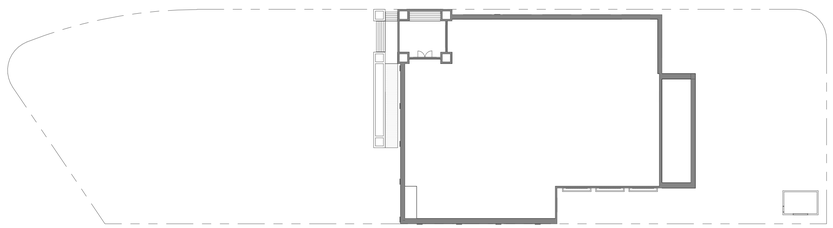

LEGEND

- CIRCULATION
- MECHANICAL
- OFFICE
- PARKING
- PRIVATE OUTDOOR LIVING SPACE
- RESIDENTIAL

1 LEVEL 02 - OVERALL PLAN

1" = 40'-0"

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
LEVEL 2 BUILDING PLAN

PROJECT NO.
1921300
DATE
1.20.22

SHEET NUMBER
A2.02

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22

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LEGEND

- CIRCULATION
- MECHANICAL
- OFFICE
- PARKING
- PRIVATE OUTDOOR LIVING SPACE
- RESIDENTIAL

1 LEVEL 03 - OVERALL PLAN

1" = 40'-0"

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO. DATE REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
LEVEL 3 BUILDING PLAN

PROJECT NO.
1921300
DATE
1.20.22

SHEET NUMBER
A2.03

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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LEGEND

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- MECHANICAL
- OFFICE
- PARKING
- RESIDENTIAL

1 LEVEL 04 - OVERALL PLAN

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
LEVEL 4 BUILDING PLAN

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
A2.04

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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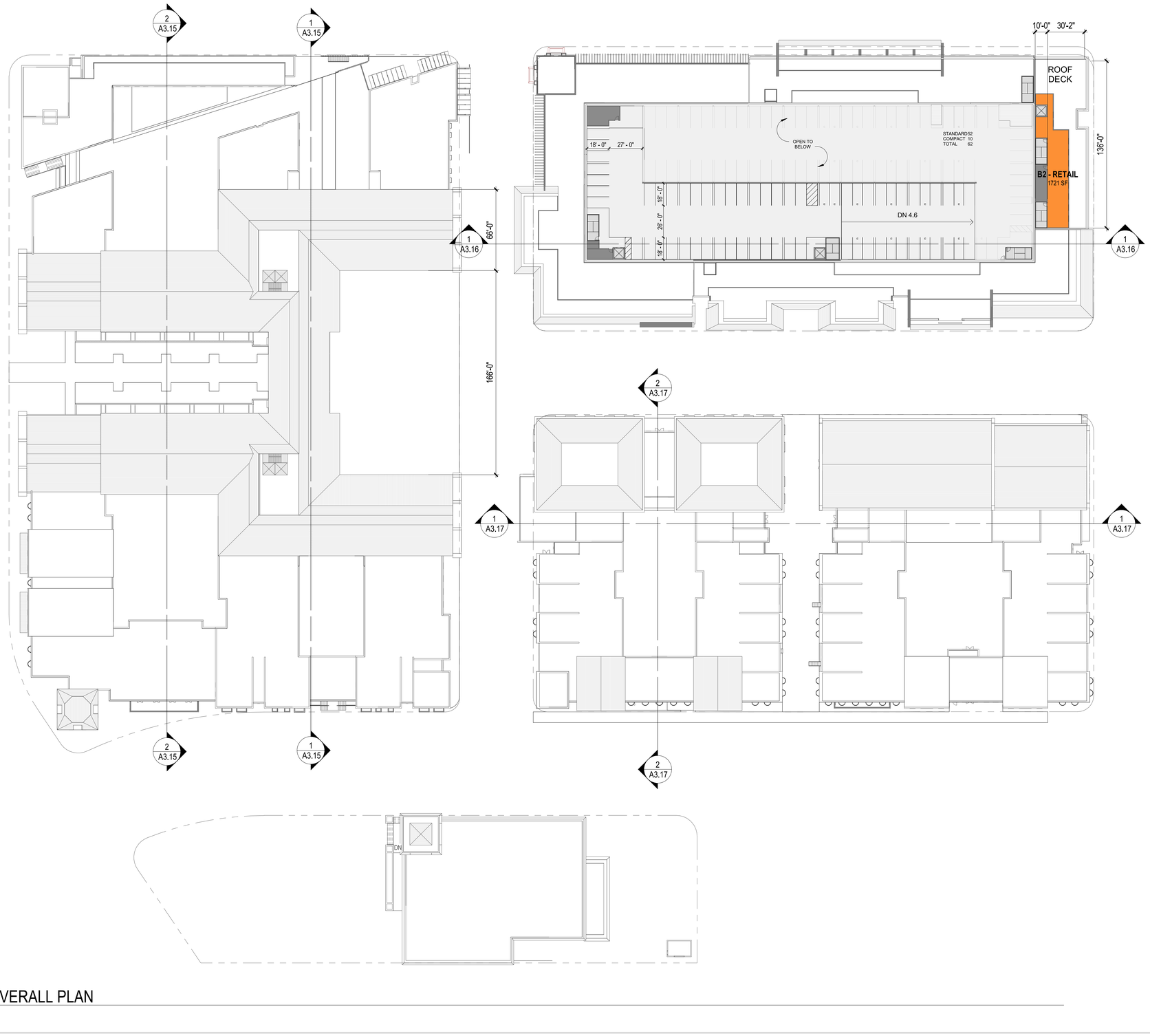

1 LEVEL 05 - OVERALL PLAN
1" = 40'-0"

LEGEND

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- PARKING
- RESIDENTIAL
- RETAIL

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
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PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
LEVEL 5 BUILDING PLAN

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
A2.05

CONDITIONAL USE PERMIT NO. 1155 & 1156
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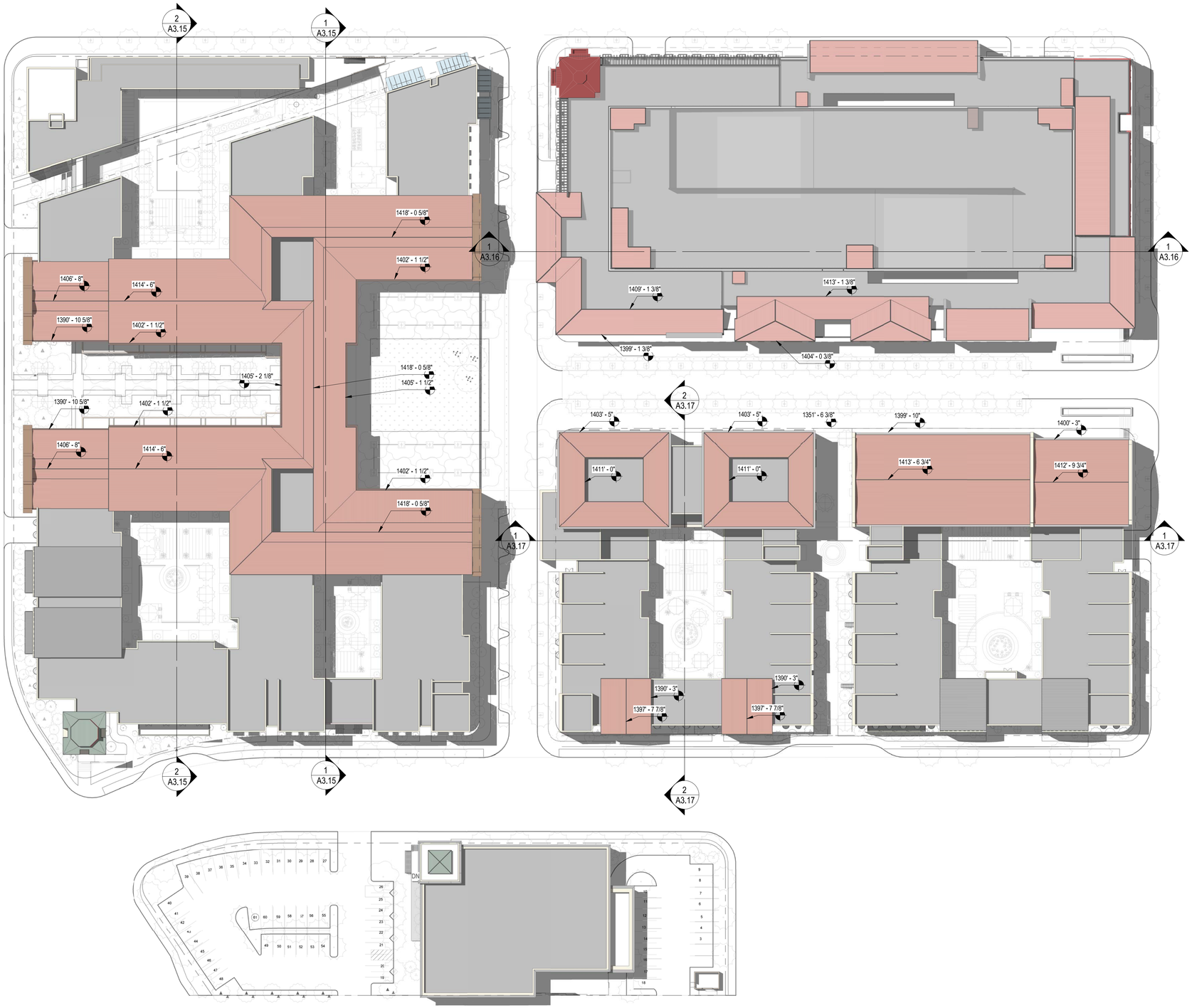

1 ROOF LEVEL - OVERALL PLAN

1" = 40'-0"

MITHUN

SEATTLE / Pier 56, 1201 Alaskan Way, #200
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Culver City, CA 90232 / 323.937.2150

mithun.com

TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
OVERALL ROOF PLAN

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
A2.06

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

ORIGINAL SHEET SIZE 24" x 36"

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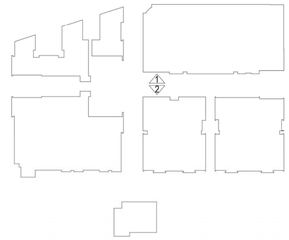
KEY PLAN





2 STATE STREET SOUTH ELEVATION

1/32" = 1'-0"



1 STATE STREET NORTH ELEVATION

1/32" = 1'-0"

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Culver City, CA 90232 / 323.937.2150

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
STREET ELEVATIONS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
A3.01

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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ORIGINAL SHEET SIZE 24" x 36"

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1 B1 GARDEN WALK LOOKING NORTH ELEVATION

1/16" = 1'-0"



2 B1 GARDEN WALK LOOKING SOUTH ELEVATION

1/16" = 1'-0"

MATERIAL LEGEND:

A. PLASTER CEMENT (STUCCO)
- A-1. MAYONNAISE - BENJAMIN MOORE 2152-70
- A-2a. MANILLA - BENJAMIN MOORE 2158-50
- A-2b. YELLOW MARIGOLD - BENJAMIN MOORE 2155-30
- A-3. ODESSA PINK - BENJAMIN MOORE HC-59
- A-4. SOUTHFIELD GREEN - BENJAMIN MOORE HC-129
- A-5. GREAT BARRINGTON GREEN - BENJAMIN MOORE HC-122
- A-6a. WHITE DOWN - BENJAMIN MOORE OC-131
- A-6b. NUTMEG - BENJAMIN MOORE 1227
- A-7. ROCK GRAY - BENJAMIN MOORE 1615
- A-8. PEWTER - BENJAMIN MOORE 2121-3

B. WINDOW MULLIONS, FRAME, FENCE, AND GUARDRAILS
- B-1. IVORY TUSK - BENJAMIN MOORE OC-91
- B-2a. YELLOW MARIGOLD - BENJAMIN MOORE 2155-30
- B-3. MEXICANA- BENJAMIN MOORE 2172-30
- B-5. BRANCHPORT BROWN - BENJAMIN MOORE HC-72
- B-6. COPPER PATINA - BENJAMIN MOORE 619
- B-7. NOT USED
- B-8. CLEARSPRING GREEN - BENJAMIN MOORE 2121-30
- B-9. MAYONNAISE - BENJAMIN MOORE 2152-70

C. ROOFING AND TILE
- C-1. COPPER PATINA - FAUX OXIDIZED COPPER METAL ROOFING
- C-2. TERRACOTTA TILE
- C-3. CONCRETE TILE
- C-4. GREEN - GLAZED CERAMIC TILE
- C-5. BLUE - GLAZED CERAMIC TILE
- C-6. CORRUGATED GALVANIZED METAL ROOFING
- C-7. TRAVERTINE TILE

D. WIRE MESH SCREEN

E. NATURAL LIMESTONE

F. HARDIE PANEL BOARD AND BATTEN SIDING

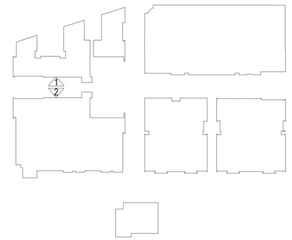
G. BRICK VENEER
- G-1. ROMAN BRICK
- G-2. OLD TOWN RED

H. CAST STONE

J. WOOD - CLEARSPRING GREEN - BENJAMIN MOORE HC-128

K. BOARD FORMED CONCRETE

KEY PLAN



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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
BUILDING ELEVATIONS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
A3.05

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

ORIGINAL SHEET SIZE 24" x 36"

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1 B1 3RD ST LOOKING WEST ELEVATION (SOUTH)

1/16" = 1'-0"



2 B1 3RD ST LOOKING EAST ELEVATION (NORTH)

1/16" = 1'-0"

MATERIAL LEGEND:

A. PLASTER CEMENT (STUCCO)
- A-1. MAYONNAISE - BENJAMIN MOORE 2152-70
- A-2a. MANILLA - BENJAMIN MOORE 2158-50
- A-2b. YELLOW MARIGOLD - BENJAMIN MOORE 2155-30
- A-3. ODESSA PINK - BENJAMIN MOORE HC-59
- A-4. SOUTHFIELD GREEN - BENJAMIN MOORE HC-129
- A-5. GREAT BARRINGTON GREEN - BENJAMIN MOORE HC-122
- A-6a. WHITE DOWN - BENJAMIN MOORE OC-131
- A-6b. NUTMEG - BENJAMIN MOORE 1227
- A-7. ROCK GRAY - BENJAMIN MOORE 1615
- A-8. PEWTER - BENJAMIN MOORE 2121-3

B. WINDOW MULLIONS, FRAME, FENCE, AND GUARDRAILS
- B-1. IVORY TUSK - BENJAMIN MOORE OC-91
- B-2a. YELLOW MARIGOLD - BENJAMIN MOORE 2155-30
- B-3. MEXICANA- BENJAMIN MOORE 2172-30
- B-5. BRANCHPORT BROWN - BENJAMIN MOORE HC-72
- B-6. COPPER PATINA - BENJAMIN MOORE 619
- B-7. NOT USED
- B-8. CLEARSPRING GREEN - BENJAMIN MOORE 2121-30
- B-9. MAYONNAISE - BENJAMIN MOORE 2152-70

C. ROOFING AND TILE
- C-1. COPPER PATINA - FAUX OXIDIZED COPPER METAL ROOFING
- C-2. TERRACOTTA TILE
- C-3. CONCRETE TILE
- C-4. GREEN - GLAZED CERAMIC TILE
- C-5. BLUE - GLAZED CERAMIC TILE
- C-6. CORRUGATED GALVANIZED METAL ROOFING
- C-7. TRAVERTINE TILE

D. WIRE MESH SCREEN

E. NATURAL LIMESTONE

F. HARDIE PANEL BOARD AND BATTEN SIDING

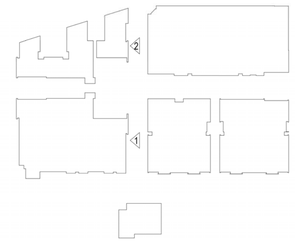
G. BRICK VENEER
- G-1. ROMAN BRICK
- G-2. OLD TOWN RED

H. CAST STONE

J. WOOD - CLEARSPRING GREEN - BENJAMIN MOORE HC-128

K. BOARD FORMED CONCRETE

KEY PLAN



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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
BUILDING ELEVATIONS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
A3.06

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

ORIGINAL SHEET SIZE 24" x 36"

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1 B2 WEST ELEVATION

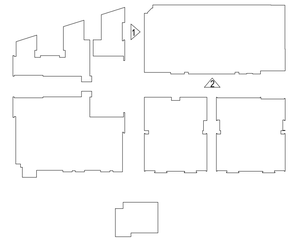
1/16" = 1'-0"



2 B2 SOUTH ELEVATION

1/16" = 1'-0"

KEY PLAN



MATERIAL LEGEND:

A. PLASTER CEMENT (STUCCO)
- A-1. MAYONNAISE - BENJAMIN MOORE 2152-70
- A-2a. MANILLA - BENJAMIN MOORE 2158-50
- A-2b. YELLOW MARIGOLD - BENJAMIN MOORE 2155-30
- A-3. ODESSA PINK - BENJAMIN MOORE HC-59
- A-4. SOUTHFIELD GREEN - BENJAMIN MOORE HC-129
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- A-6a. WHITE DOWN - BENJAMIN MOORE OC-131
- A-6b. NUTMEG - BENJAMIN MOORE 1227
- A-7. ROCK GRAY - BENJAMIN MOORE 1615
- A-8. PEWTER - BENJAMIN MOORE 2121-3

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- B-3. MEXICANA- BENJAMIN MOORE 2172-30
- B-5. BRANCHPORT BROWN - BENJAMIN MOORE HC-72
- B-6. COPPER PATINA - BENJAMIN MOORE 619
- B-7. GREENSCREEN
- B-8. CLEARSPRING GREEN - BENJAMIN MOORE 2121-30
- B-9. MAYONNAISE - BENJAMIN MOORE 2152-70

C. ROOFING AND TILE
- C-1. COPPER PATINA - FAUX OXIDIZED COPPER METAL ROOFING
- C-2. TERRACOTTA TILE
- C-3. CONCRETE TILE
- C-4. GREEN - GLAZED CERAMIC TILE
- C-5. BLUE - GLAZED CERAMIC TILE
- C-6. CORRUGATED GALVANIZED METAL ROOFING
- C-7. TRAVERTINE TILE

D. WIRE MESH SCREEN

E. TILE CLADDING

F. HARDIE PANEL BOARD AND BATTEN SIDING

G. BRICK VENEER
- G-1. ROMAN BRICK
- G-2. OLD TOWN RED

H. CAST STONE

J. WOOD - CLEARSPRING GREEN - BENJAMIN MOORE HC-128

K. BOARD FORMED CONCRETE

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
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PROJECT ARCHITECT
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PROJECT DESIGNER
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PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
BUILDING ELEVATIONS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
A3.09

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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1 B2 EAST ELEVATION

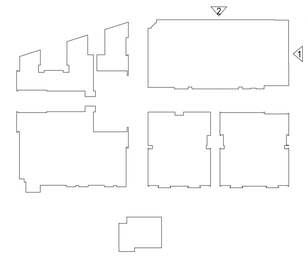
1/16" = 1'-0"



2 B2 NORTH ELEVATION

1/16" = 1'-0"

KEY PLAN



MATERIAL LEGEND:

A. PLASTER CEMENT (STUCCO)
- A-1. MAYONNAISE - BENJAMIN MOORE 2152-70
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- A-2b. YELLOW MARIGOLD - BENJAMIN MOORE 2155-30
- A-3. ODESSA PINK - BENJAMIN MOORE HC-59
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- A-5. GREAT BARRINGTON GREEN - BENJAMIN MOORE HC-122
- A-6a. WHITE DOWN - BENJAMIN MOORE OC-131
- A-6b. NUTMEG - BENJAMIN MOORE 1227
- A-7. ROCK GRAY - BENJAMIN MOORE 1615
- A-8. PEWTER - BENJAMIN MOORE 2121-3

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- B-5. BRANCHPORT BROWN - BENJAMIN MOORE HC-72
- B-6. COPPER PATINA - BENJAMIN MOORE 619
- B-7. GREENSCREEN
- B-8. CLEARSPRING GREEN - BENJAMIN MOORE 2121-30
- B-9. MAYONNAISE - BENJAMIN MOORE 2152-70

C. ROOFING AND TILE
- C-1. COPPER PATINA - FAUX OXIDIZED COPPER METAL ROOFING
- C-2. TERRACOTTA TILE
- C-3. CONCRETE TILE
- C-4. GREEN - GLAZED CERAMIC TILE
- C-5. BLUE - GLAZED CERAMIC TILE
- C-6. CORRUGATED GALVANIZED METAL ROOFING
- C-7. TRAVERTINE TILE

D. WIRE MESH SCREEN

E. TILE CLADDING

F. HARDIE PANEL BOARD AND BATTEN SIDING

G. BRICK VENEER
- G-1. ROMAN BRICK
- G-2. OLD TOWN RED

H. CAST STONE

J. WOOD - CLEARSPRING GREEN - BENJAMIN MOORE HC-128

K. BOARD FORMED CONCRETE

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
BUILDING ELEVATIONS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
A3.10

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22



1 B4A EAST ELEVATION

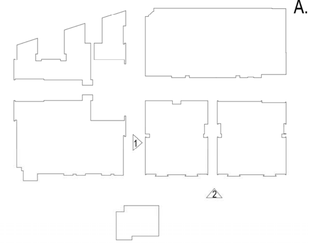
1/16" = 1'-0"



2 B4 SOUTH ELEVATION

1/16" = 1'-0"

KEY PLAN



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F. HARDIE PANEL BOARD AND BATTEN SIDING

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
BUILDING ELEVATIONS

PROJECT NO.
1921300
DATE
11.02.21
SHEET NUMBER
A3.11

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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1 B4B EAST ELEVATION

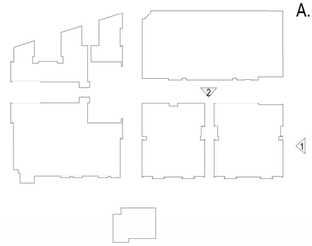
1/16" = 1'-0"



2 B4A - B4B NORTH ELEVATION

1/16" = 1'-0"

KEY PLAN



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K. BOARD FORMED CONCRETE

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
BUILDING ELEVATIONS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
A3.12

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

ORIGINAL SHEET SIZE 24" x 36"

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1 B4 PASEO EAST ELEVATION

1/16" = 1'-0"



2 B4A PASEO WEST ELEVATION

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K. BOARD FORMED CONCRETE

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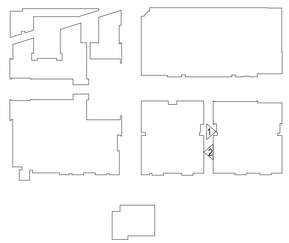

ORIGINAL SHEET SIZE 24" x 36"

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LOCATION
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JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
BUILDING ELEVATIONS

PROJECT NO.
1921300
DATE
1.20.22

SHEET NUMBER
A3.13

CONDITIONAL USE PERMIT NO. 1155 & 1156
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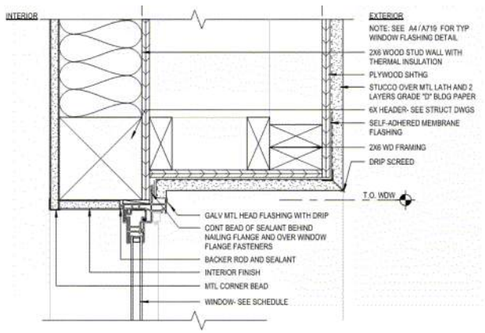
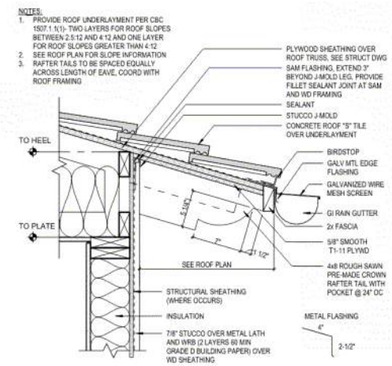
GROUND FLOOR STOREFRONT PER RETAIL AND PLACEMAKING DESIGN GUIDELINES



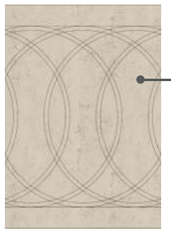
SAMPLE RECESSED WINDOW DETAIL (DEPTH TO BE DETERMINED)



CONCRETE S-TILE



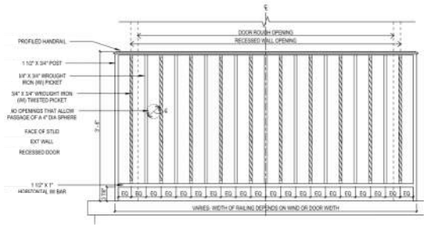
SAMPLE EAVE DETAIL AT ROOF TILE



ADDED GFRC PANEL AT PARAPET



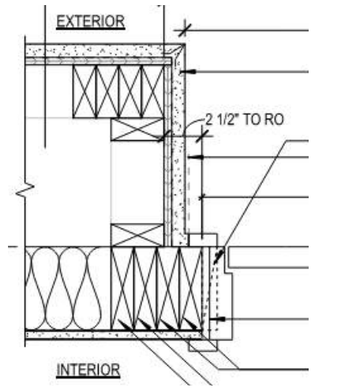
ADDED COLOR CHANGE AT RECESSED WALL PLANE AND PARAPET



SAMPLE RAILING DETAIL



GFRC COLUMNS



SAMPLE RECESSED DOOR/WINDOW JAMB DETAIL (DEPTH TO BE DETERMINED)

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TRELLIS OVER STUCCO COLUMNS

ADDED COLOR CHANGE
AT TOP FLOOR



METAL ROOF



WOOD BEAM BALCONY

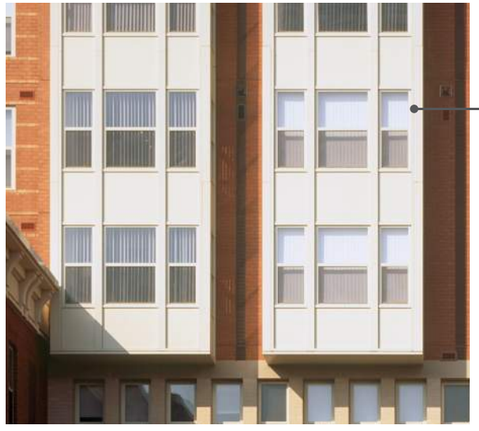






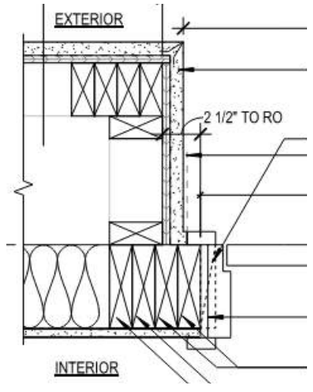
SAMPLE TILE

INLAID TILE ACCENT



FIBER CEMENT BAY WINDOWS

TOWER WITH REVISED BALCONY



SAMPLE RECESSED DOOR/WINDOW
JAMB DETAIL
(DEPTH TO BE DETERMINED)

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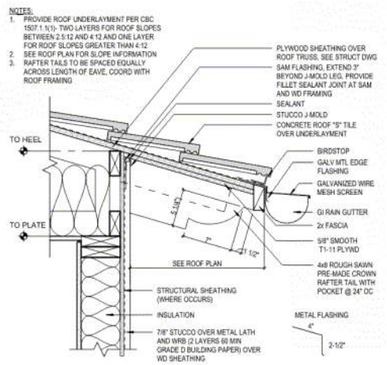
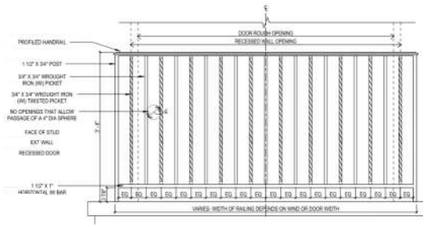


SAMPLE EAVE DETAIL AT ROOF TILE

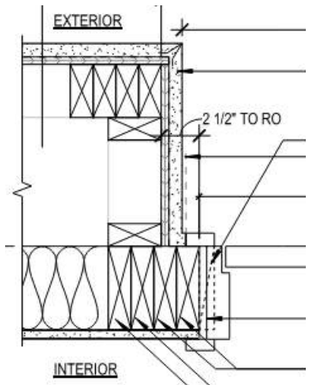




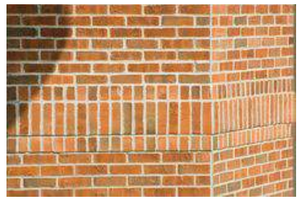
SAMPLE RAILING DETAIL



ADDED- GFRC DECORATIVE PANEL



SAMPLE RECESSED DOOR/WINDOW JAMB DETAIL
(DEPTH TO BE DETERMINED)



BRICK SOLDIER COURSE



BRICK RETURN AT WINDOWS

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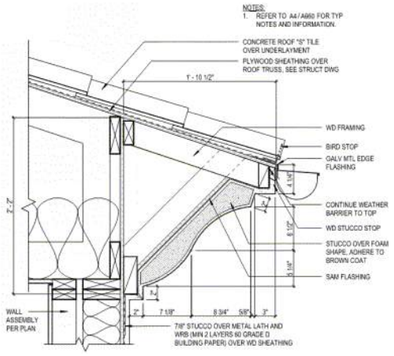
Redlands Joint Special Meeting of the City Council and Planning Commission 05-10-22



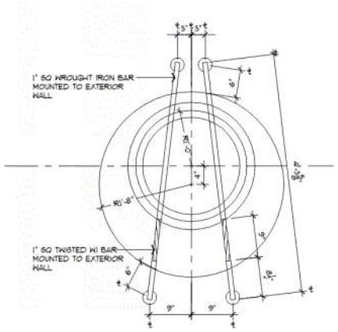
GROUND FLOOR STOREFRONT PER RETAIL
AND PLACEMAKING DESIGN GUIDELINES



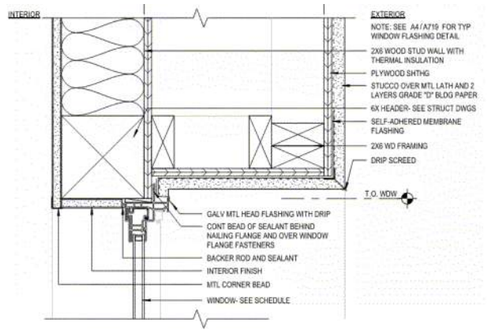
SAMPLE EAVE DETAIL
(PROFILE TO BE DETERMINED



CONCRETE S-TILE

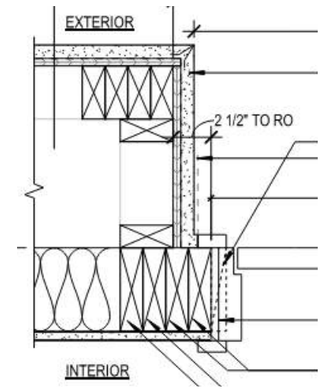


SAMPLE DECORATIVE RECESS
(NO WROUGHT IRON)



SAMPLE RECESSED WINDOW DETAIL
(DEPTH TO BE DETERMINED)





SAMPLE RECESSED DOOR/WINDOW
JAMB DETAIL
(DEPTH TO BE DETERMINED)

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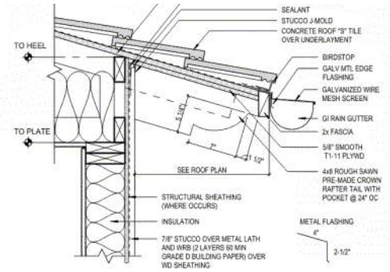
CONCRETE S-TILE



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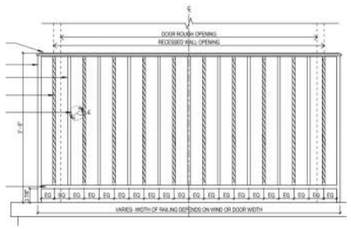
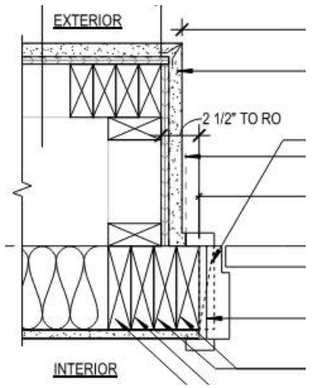


SAMPLE RAILING DETAIL





SAMPLE RECESSED DOOR/WINDOW JAMB DETAIL
(DEPTH TO BE DETERMINED)



DECORATIVE TILE



SPECIAL PAVING AT ENTRY

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CUP Submittal



CUP Submittal- Revised



Alternate 1



Alternate 2

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CUP Submittal



CUP Submittal- Revised



Alternate 1



Alternate 2

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B3 REDLANDS BOULEVARD

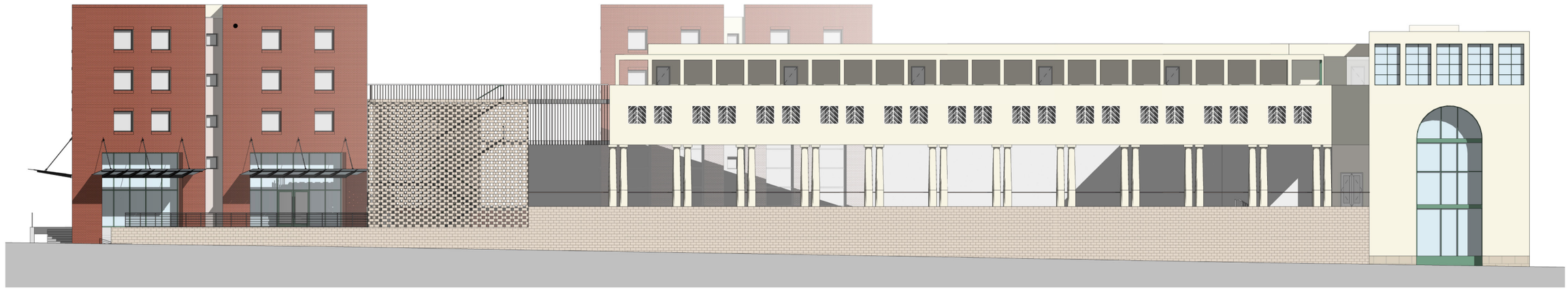


REVISED 5.02.22

B3 REDLANDS BOULEVARD

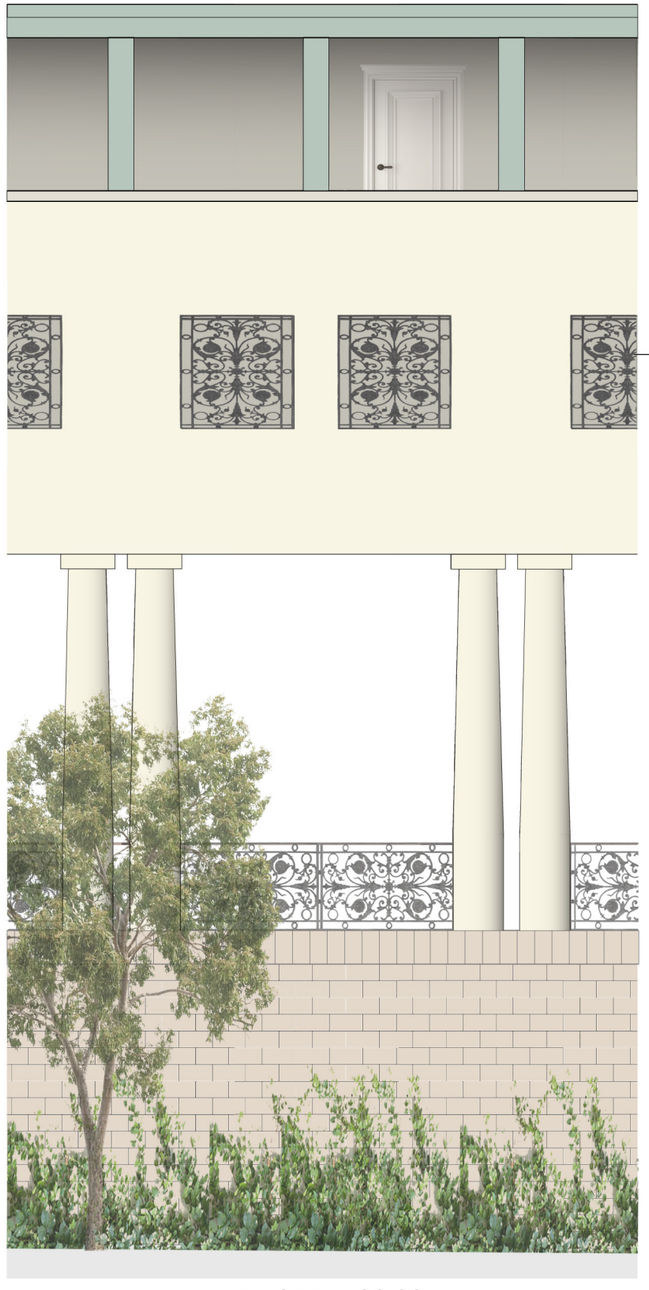


REVISED 5.02.22



ORIGINAL

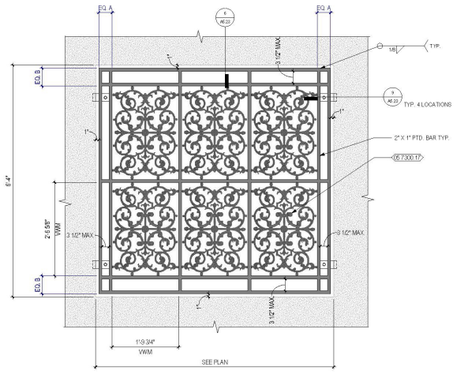
B1 REDLANDS BOULEVARD (DETAIL)



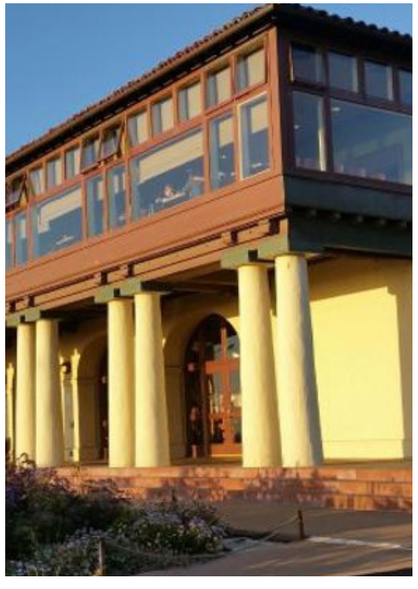
REVISED 5.02.22



ORNAMENTAL IRON GRILLE

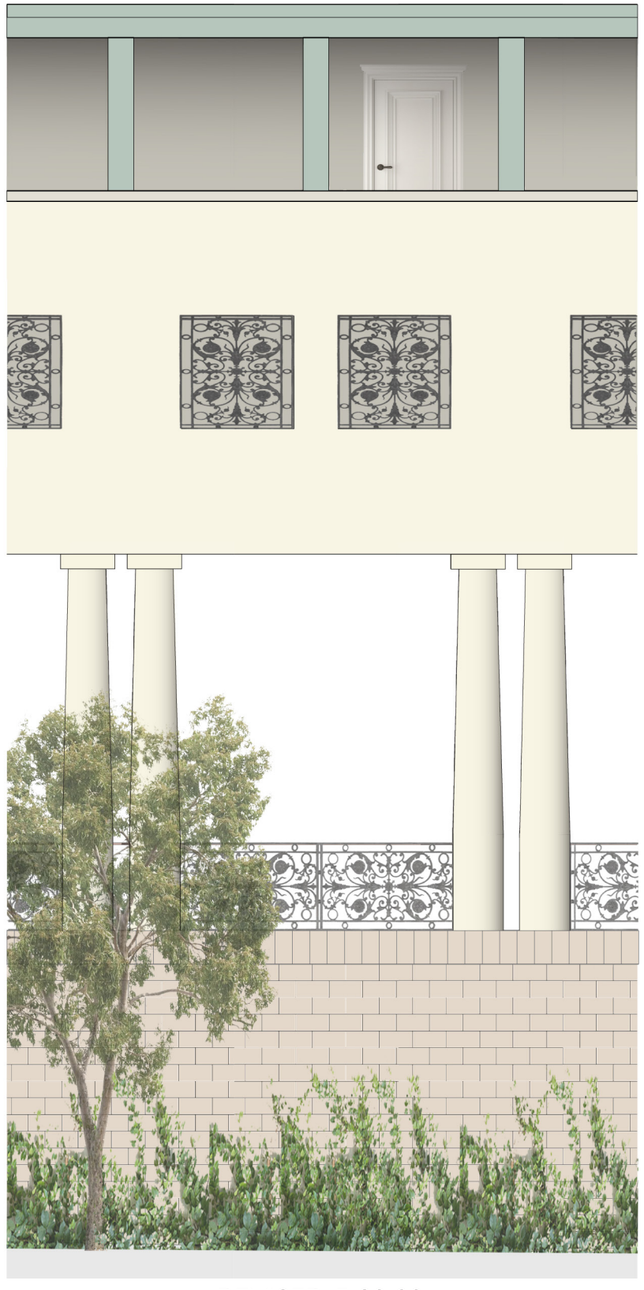


9 DECORATIVE SCREEN PANEL - TYPICAL ELEVATION
1" = 1'-0"



ARCADE AND LOGIA
BEACH CHALET, WILLIS POLK ARCHITECT
1915

B1 REDLANDS BOULEVARD (DETAIL)



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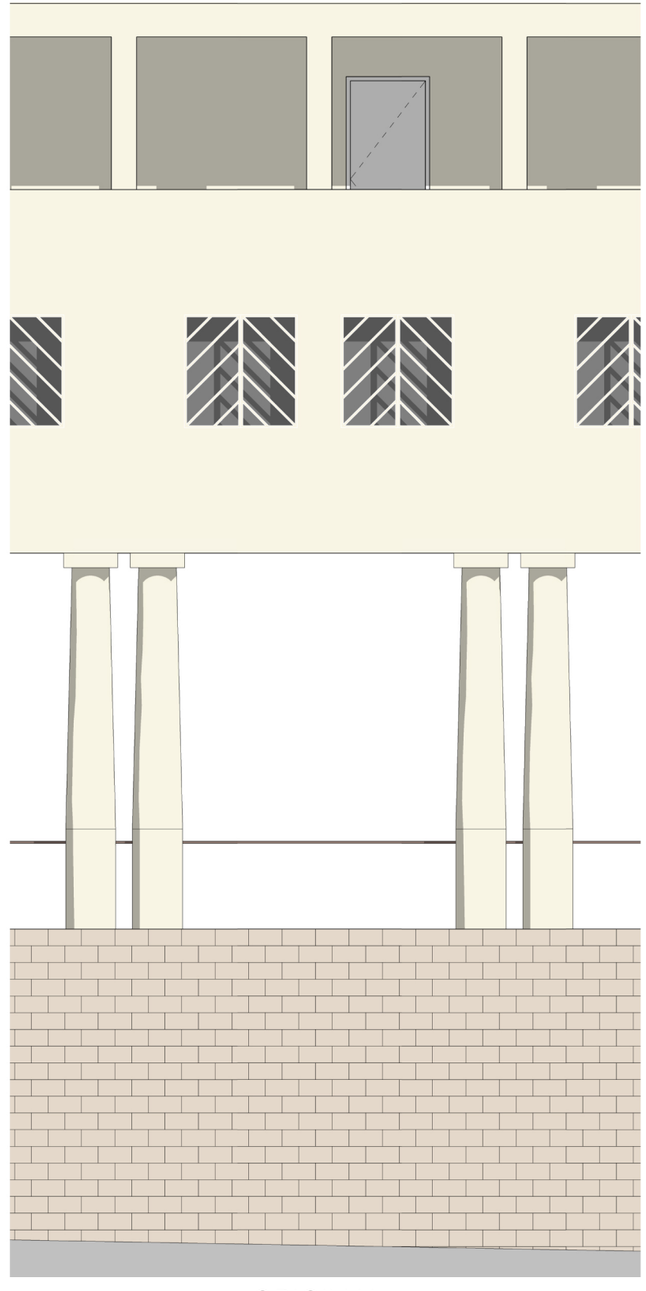


ORIGINAL

B3 EUREKA STREET (DETAIL)



FLUSH TILE DETAILING AT STUCCO



FLUSH TILE DETAILING



FLUSH TILE CORNICE



REVISED 05.02.22

B3 EUREKA STREET (DETAIL)

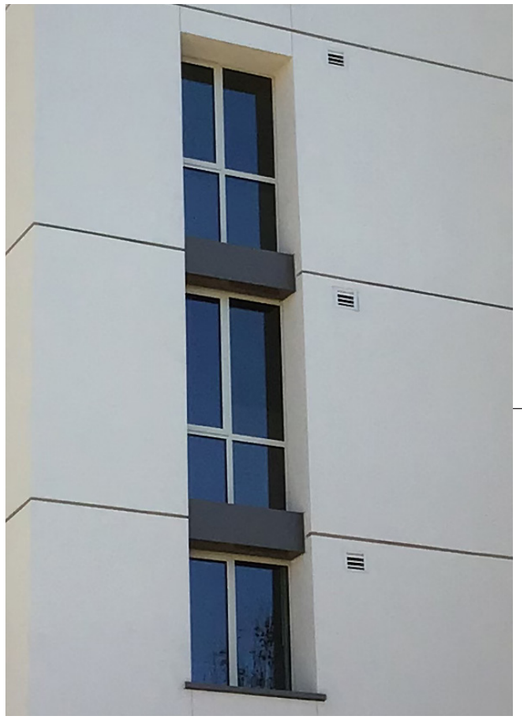


REVISED 05.02.22



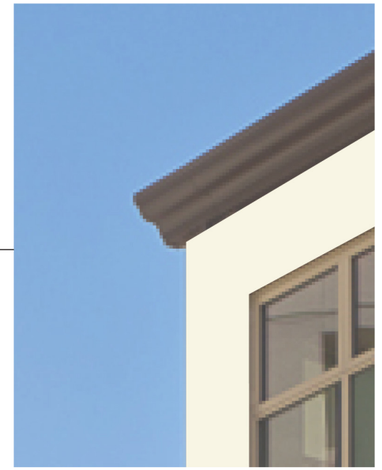
ORIGINAL

B1 EUREKA STREET (DETAIL)



RESIDENTIAL WINDOW GATHER WITH FORMED SILL DETAILING





SHEET METAL CORNICE

REVISED 05.02.22

B1 EUREKA STREET (DETAIL)



REVISED 5.02.22



ORIGINAL

B1 CITRUS AVENUE



REVISED 5.02.22

B1 CITRUS AVENUE

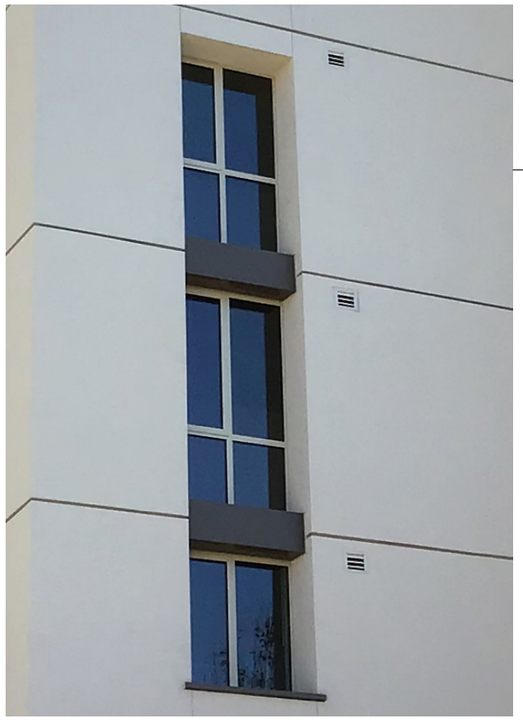


REVISED 5.02.22



ORIGINAL

B1 CITRUS AVENUE (DETAIL)



RESIDENTIAL WINDOW GATHER WITH FORMED SILL DETAILING



REVISED 5.02.22

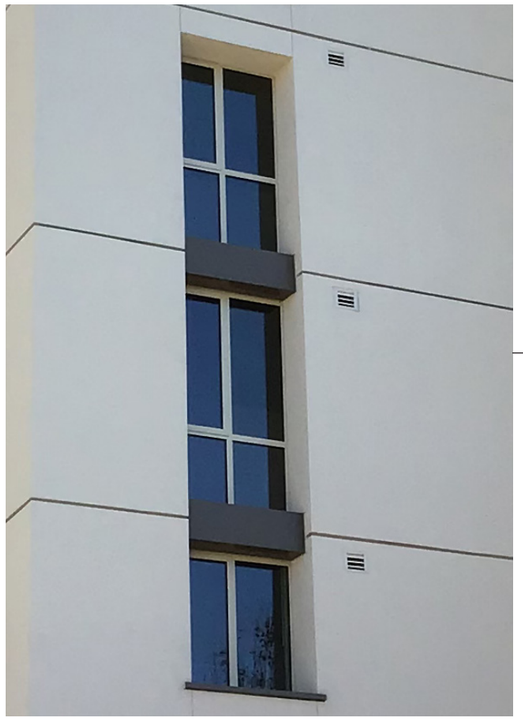


FLUSH TILE CORNICE



ALTERNATING THICK BRICK - THIN BRICK DETAILING

B1 CITRUS AVENUE (DETAIL)



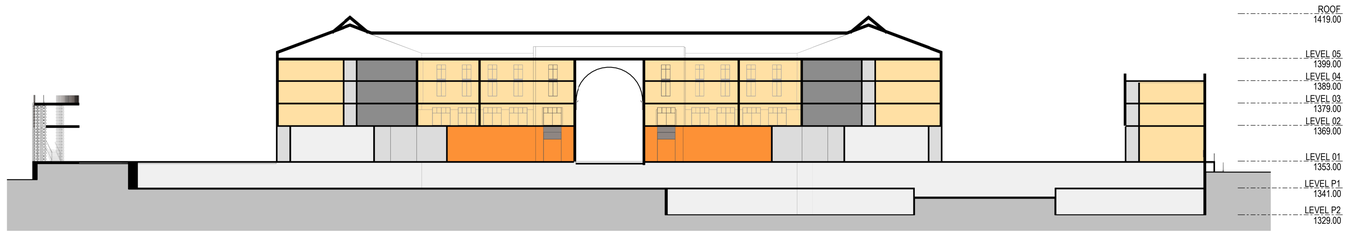
RESIDENTIAL WINDOW GATHER WITH FORMED SILL DETAILING



REVISED 5.02.22



OXIDIZED COPPER SHEET DOME



1 B1 B3 SECTION 1
1/32" = 1'-0"

LEGEND

- CIRCULATION
- MECHANICAL
- PARKING
- RESIDENTIAL
- RETAIL

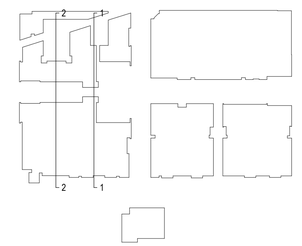


2 B1 B3 SECTION 2
1/32" = 1'-0"

LEGEND

- CIRCULATION
- PARKING
- POOL
- RESIDENTIAL

KEY PLAN



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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
BUILDING SECTIONS

PROJECT NO.
1921300
DATE
1.20.22

SHEET NUMBER
A3.15

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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1 B2 SECTION

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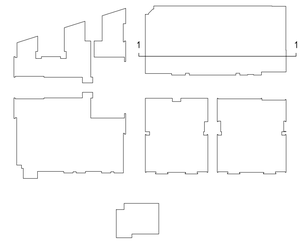
KEY PLAN



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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
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MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
BUILDING SECTIONS

PROJECT NO.
1921300
DATE
11.02.21
SHEET NUMBER
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1 B4 SECTION 1
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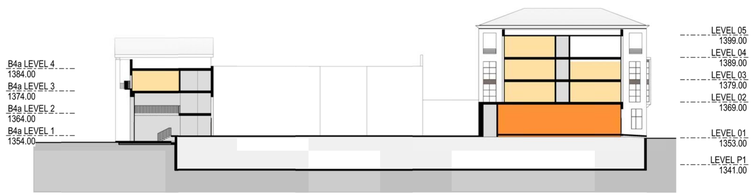
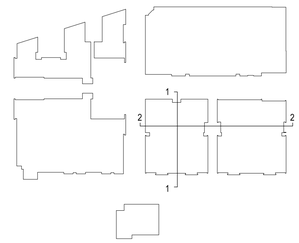


2 B4 SECTION 2
1/32" = 1'-0"

LEGEND

- AMENITY
- CIRCULATION
- PARKING
- RESIDENTIAL
- RETAIL
- RETAIL TRASH

KEY PLAN



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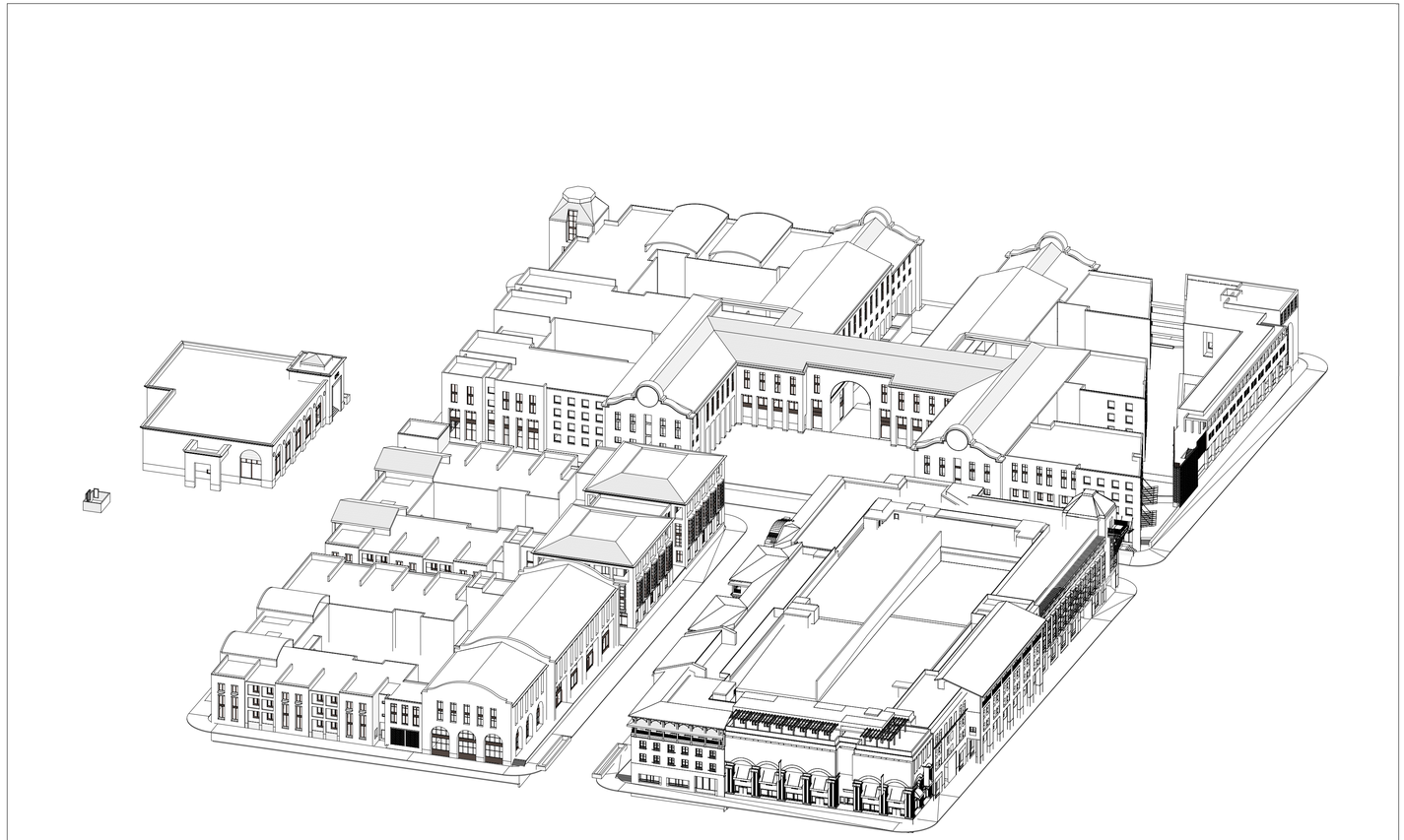

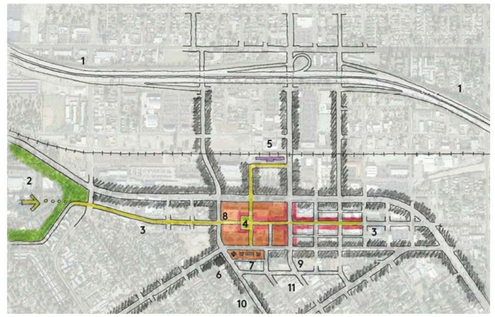

DESIGN NARRATIVE

State Street Village reconstructs the heart of the town of Redlands, California. It is a town center that that has been through generational transformations that reflect a century of American urbanism: cycles of aspiration, fulfilment, decay, new visions, new successes and new failures. The charm and soul of Redlands, why it is an interesting place cherished by its citizens, is the visible physical presence of that rich history everywhere one looks. Starting with the typically American continuous gridiron fabric of small blocks filled with small buildings housing independent family businesses, to the Post WW II era of suburban sprawl: larger scale corporate investment interrupting the original block structure with a single superblock, mall and surface parking.

Ultimately this mall failed as a viable commercial enterprise, as many have, and its moribund carcass remains as an obstacle to revitalization in the center of town. It remains during an era of new economic and cultural vitality brought to Redlands in part by the vast Esri software campus just west of downtown. The dead mall superblock is surrounded by remnants of the original small block pattern with its eclectic mix of architectural styles typical of Southern California towns: Spanish Mission Revival, the Craftsman Bungalow movement, climate-tempered Mediterranean contemporary, pragmatic brick loft commercial buildings - all have left their imprint on Redlands.

The State Street Village redevelopment proposal honors that complex history and adds new urban features expressive of and serving the town's current economic health and Esri's large and growing youthful workforce. Originally State Street with its eclectic small buildings was the town's main street linking the commercial center to residential neighborhoods to the east and west. The Mall constructed in 1975 ignored and eradicated that structure as was typical of post WW II urban redevelopment. Much of Redland's coherence, convenience, walkability and charm was lost to this modernist vision.

In the proposed design, the continuity and central importance of State Street as a vehicular, pedestrian and bicycle link is restored. The architectural expression of this new large project makes gestures and references to the eclectic small buildings of the past but avoids mimicking them with theme-park artificiality. Most importantly the project is centered on a grand new public space, Redlands Plaza, a lively new center of town.

The architecture not only houses an ambitious mixed-use program of housing, amenities, retail, restaurants and bars - the architecture shapes, defines and brings coherence to the network of public spaces centered on the plaza. Approaching Redlands Plaza from the east and from the west, the vista is terminated by a grand arch with a pedestrian and bicycle path passing thru it, from the plaza on the east to an equally grand garden walk descending to Eureka Street on the west. New State Street mixed-use frontage, the Plaza, the arch and the garden walk together constitute a new formal center-piece for Redlands. The surrounding blocks are a continuous, highly permeable mixed-use urban fabric , framing the centerpiece and knitting it into the fabric of the town providing a new chapter to a rich and complex urban history.

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
PROJECT DESIGN NARRATIVE

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
G0.04

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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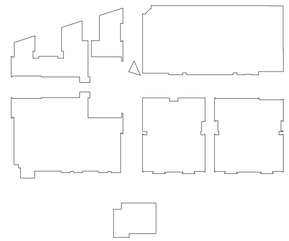



VIEW ACROSS STATE STREET FROM THE PASEO

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Culver City, CA 90232 / 323.937.2150

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
PROJECT RENDERINGS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
G0.05

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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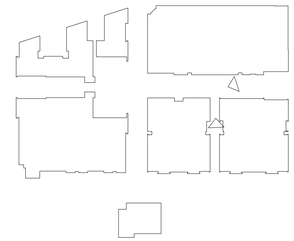



VIEW ACROSS STATE STREET FROM THE PASEO



VIEW OF STATE STREET AT PASEO

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
PROJECT RENDERINGS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
G0.06

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22

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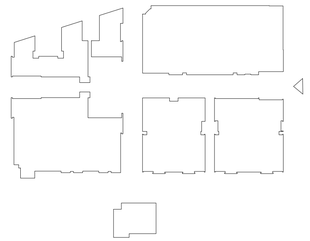



VIEW DOWN STATE STREET LOOKING WEST FROM ORANGE ST.

Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22

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ORIGINAL SHEET SIZE 24" x 36"

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
PROJECT RENDERINGS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
G0.07

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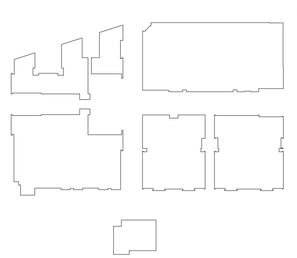



CORNER OF ORANGE ST. AND REDLANDS BLVD.

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
PROJECT RENDERINGS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
G0.08

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COMMISSION REVIEW & APPROVALS 933 & 934

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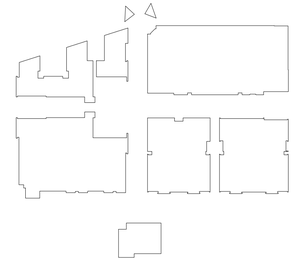



3RD STREET GATEWAY VIEWED FROM THE EAST



3RD STREET GATEWAY VIEWED FROM THE WEST

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
PROJECT RENDERINGS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
G0.09

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COMMISSION REVIEW & APPROVALS 933 & 934

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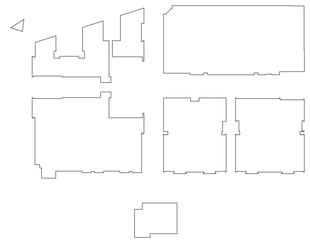



VIEW AT CORNER OF REDLANDS BLVD. AND EUREKA ST.

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Culver City, CA 90232 / 323.937.2150

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
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PROJECT ARCHITECT
MM
PROJECT DESIGNER
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PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
PROJECT RENDERINGS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
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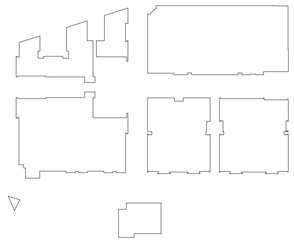
KEY PLAN





VIEW AT CORNER OF EUREKA ST. AND CITRUS AVE.

MITHUN

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LOS ANGELES / 5837 Adams Blvd
Culver City, CA 90232 / 323.937.2150

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
PROJECT RENDERINGS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
G0.12

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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ORIGINAL SHEET SIZE 24" x 36"

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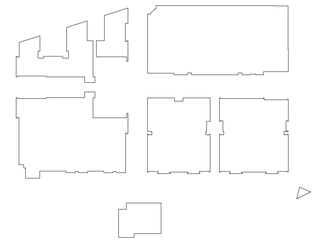
KEY PLAN





VIEW AT CORNER OF CITRUS AVE. AND ORANGE ST.

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
PROJECT RENDERINGS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
G0.13

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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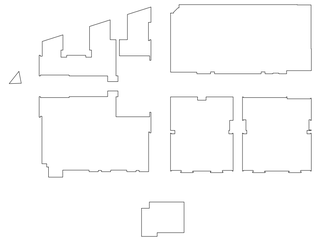



VIEW EAST TO STATE STREET FROM GARDEN WALK

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Culver City, CA 90232 / 323.937.2150

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
PROJECT RENDERINGS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
G0.14

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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ORIGINAL SHEET SIZE 24" x 36"

Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22

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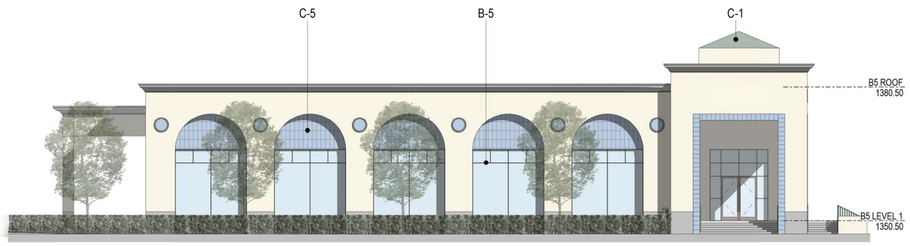
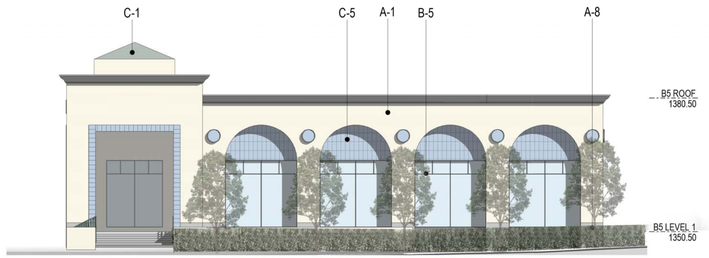
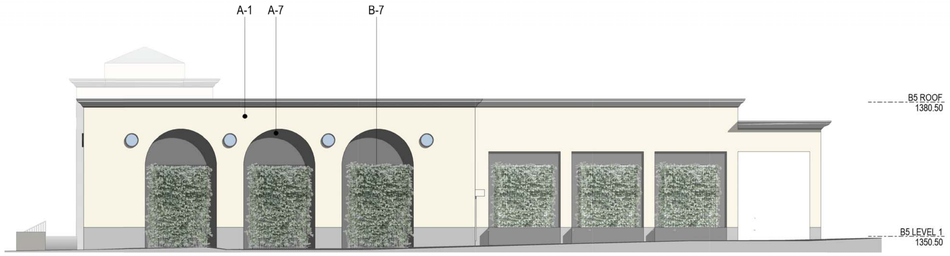


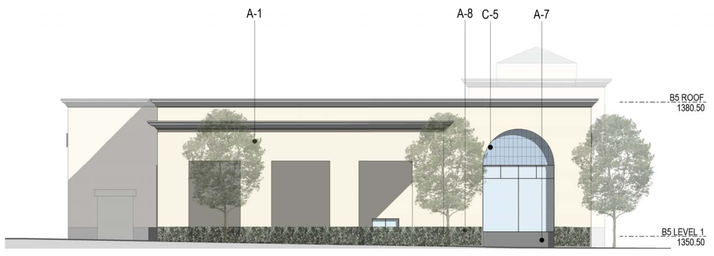
1 B5 NORTH ELEVATION
1/16" = 1'-0"



4 B5 WEST ELEVATION
1/16" = 1'-0"



2 B5 SOUTH ELEVATION
1/16" = 1'-0"



3 B5 EAST ELEVATION
1/16" = 1'-0"

MATERIAL LEGEND:

A. PLASTER CEMENT (STUCCO)
- A-1. MAYONNAISE - BENJAMIN MOORE 2152-70
- A-2a. MANILLA - BENJAMIN MOORE 2158-50
- A-2b. YELLOW MARIGOLD - BENJAMIN MOORE 2155-30
- A-3. ODESSA PINK - BENJAMIN MOORE HC-59
- A-4. SOUTHFIELD GREEN - BENJAMIN MOORE HC-129
- A-5. GREAT BARRINGTON GREEN - BENJAMIN MOORE HC-122
- A-6a. WHITE DOWN - BENJAMIN MOORE OC-131
- A-6b. NUTMEG - BENJAMIN MOORE 1227
- A-7. ROCK GRAY - BENJAMIN MOORE 1615
- A-8. PEWTER - BENJAMIN MOORE 2121-3

B. WINDOW MULLIONS, FRAME, FENCE, AND GUARDRAILS
- B-1. IVORY TUSK - BENJAMIN MOORE OC-91
- B-2a. YELLOW MARIGOLD - BENJAMIN MOORE 2155-30
- B-3. MEXICANA- BENJAMIN MOORE 2172-30
- B-5. BRANCHPORT BROWN - BENJAMIN MOORE HC-72
- B-6. COPPER PATINA - BENJAMIN MOORE 619
- B-7. GREENSCREEN
- B-8. CLEARSPRING GREEN - BENJAMIN MOORE 2121-30
- B-9. MAYONNAISE - BENJAMIN MOORE 2152-70

C. ROOFING AND TILE
- C-1. COPPER PATINA - FAUX OXIDIZED COPPER METAL ROOFING
- C-2. TERRACOTTA TILE
- C-3. CONCRETE TILE
- C-4. GREEN - GLAZED CERAMIC TILE
- C-5. BLUE - GLAZED CERAMIC TILE
- C-6. CORRUGATED GALVANIZED METAL ROOFING
- C-7. TRAVERTINE TILE

D. WIRE MESH SCREEN

E. TILE CLADDING

F. HARDIE PANEL BOARD AND BATTEN SIDING

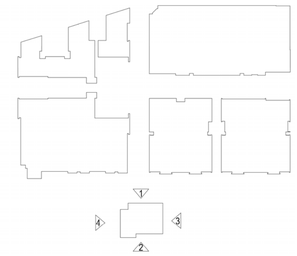
G. BRICK VENEER
- G-1. ROMAN BRICK
- G-2. OLD TOWN RED

H. CAST STONE

J. WOOD - CLEARSPRING GREEN - BENJAMIN MOORE HC-128

K. BOARD FORMED CONCRETE

KEY PLAN



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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
BUILIDNG ELEVATIONS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
A3.14

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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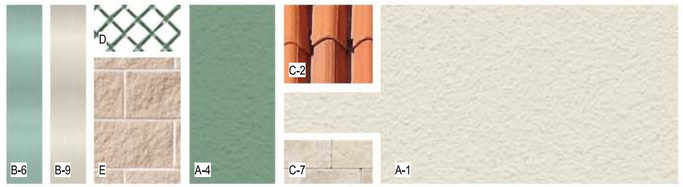
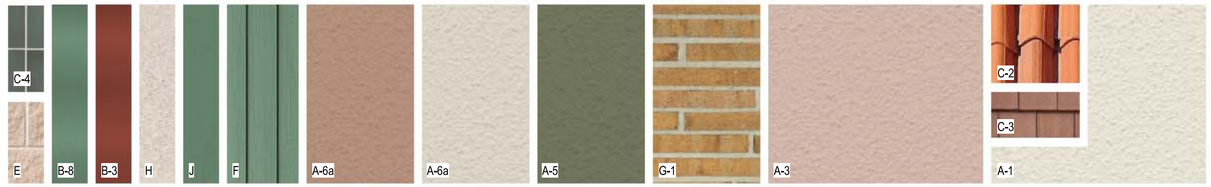
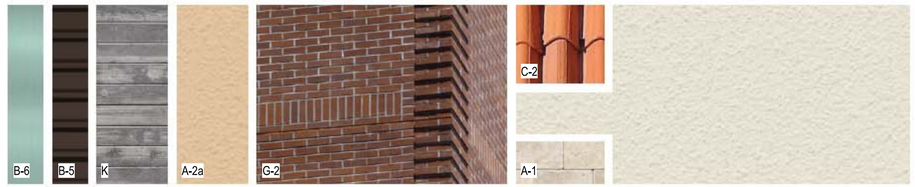
BUILDING B1



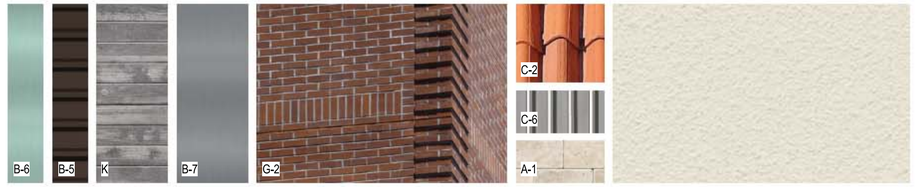
BUILDING B3



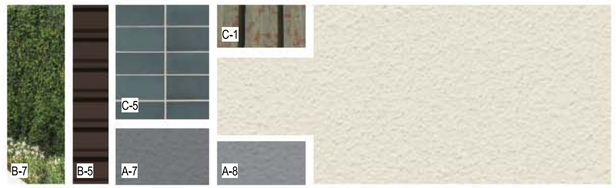
BUILDING B2



BUILDING B4a



BUILDING B4b



BUILDING 5

MATERIAL LEGEND:

A. PLASTER CEMENT (STUCCO)
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- A-2a. MANILLA - BENJAMIN MOORE 2158-50
- A-2b. YELLOW MARIGOLD - BENJAMIN MOORE 2155-30
- A-3. ODESSA PINK - BENJAMIN MOORE HC-59
- A-4. SOUTHFIELD GREEN - BENJAMIN MOORE HC-129
- A-5. GREAT BARRINGTON GREEN - BENJAMIN MOORE HC-122
- A-6a. WHITE DOWN - BENJAMIN MOORE OC-131
- A-6b. NUTMEG - BENJAMIN MOORE 1227
- A-7. ROCK GRAY - BENJAMIN MOORE 1615
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- B-2a. YELLOW MARIGOLD - BENJAMIN MOORE 2155-30
- B-3. MEXICANA- BENJAMIN MOORE 2172-30
- B-5. BRANCHPORT BROWN - BENJAMIN MOORE HC-72
- B-6. COPPER PATINA - BENJAMIN MOORE 619
- B-7. GREENSCREEN
- B-8. CLEARSPRING GREEN - BENJAMIN MOORE 2121-30
- B-9. MAYONNAISE - BENJAMIN MOORE 2152-70

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- C-5. BLUE - GLAZED CERAMIC TILE
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- C-7. TRAVERTINE TILE

D. WIRE MESH SCREEN

E. TILE CLADDING

F. HARDIE PANEL BOARD AND BATTEN SIDING

G. BRICK VENEER
- G-1. ROMAN BRICK
- G-2. OLD TOWN RED

H. CAST STONE

J. WOOD - CLEARSPRING GREEN - BENJAMIN MOORE HC-128

K. BOARD FORMED CONCRETE

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Culver City, CA 90232 / 323.937.2150

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TORTI GALLAS + PARTNERS

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

TITLE
MATERIAL BOARD

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
X0.02

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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RETAIL CONCEPTS

PROGRESS DESIGN VIEWS

State Street Village - Redlands, CA

TORTI GALLAS + PARTNERS

ORANGE AND STATE STREETS



VIEW FROM SOUTHEAST CORNER OF EXISTING INTERSECTION

BUILDING 2



NORTHWEST CORNER OF ORANGE AND STATE STREETS

BUILDING 2


STATE STREET Village
Bookmaker's Cafe
BOOKSTORE AND RESTAURANT

BUILDING 2



BUILDING 2



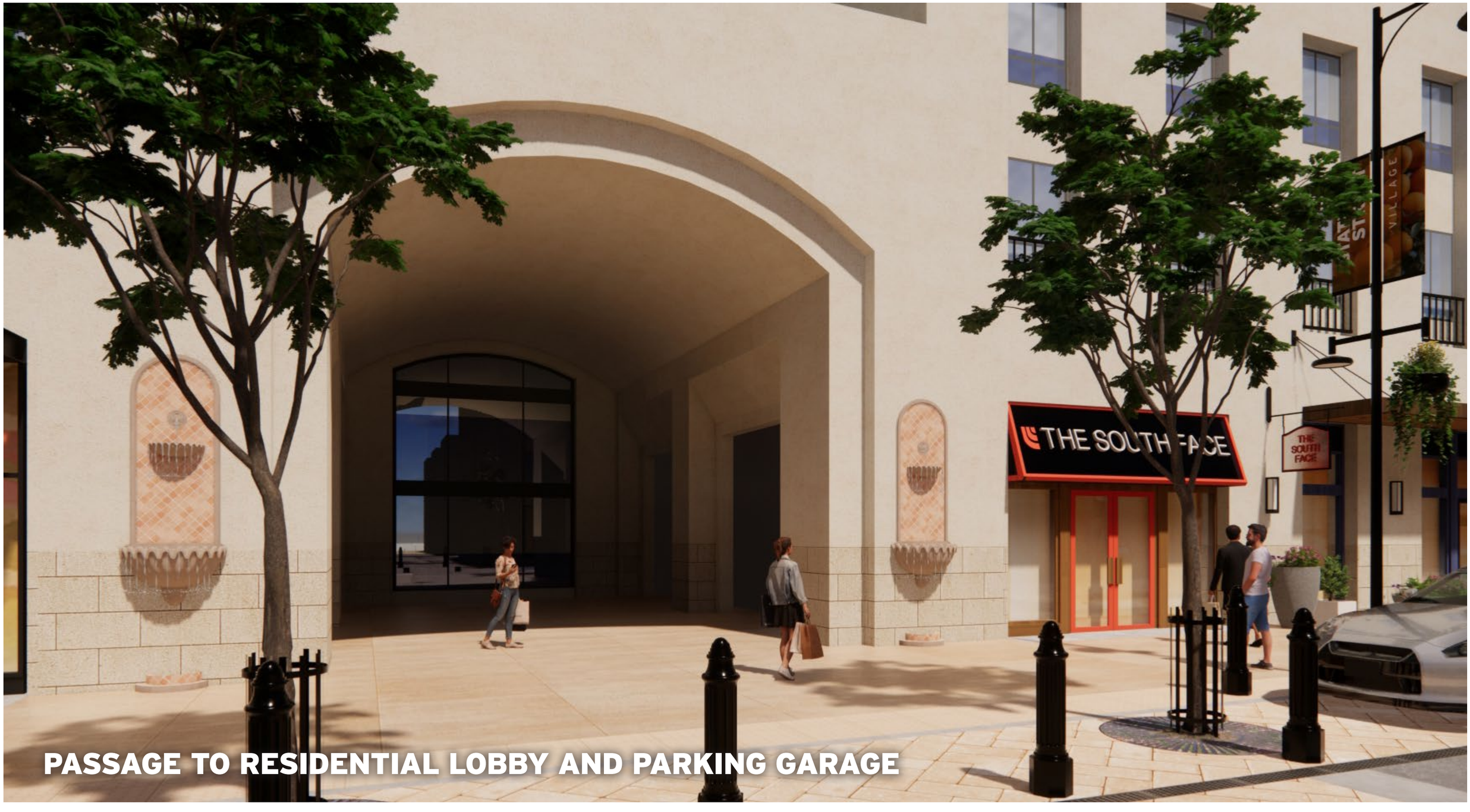
BUILDING 2



BUILDING 2



BUILDING 2



PASSAGE TO RESIDENTIAL LOBBY AND PARKING GARAGE

BUILDING 2



BUILDING 2



BUILDING 2



DINING TERRACE AT NORTHEAST CORNER OF STATE AND THIRD STREETS

BUILDING 2



NORTHEAST CORNER OF STATE AND THIRD STREETS

BUILDING 2



ARCADE AT PASSAGE TO PARKING GARAGE

15 Jul 2020 | © 2014 Torti Gallas + Partners | 301.588.4800
Redlands Joint Special Meeting of the City Council and Planning Commission 05-10-22
93 of 1044

BUILDING 2



ARCADE AT PASSAGE TO PARKING GARAGE

BUILDING 2



BUILDING 2



OPERABLE STOREFRONT CLOSED

BUILDING 2



OPERABLE STOREFRONT OPEN

TORTI GALLAS + PARTNERS | Village Partners

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Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22

PROGRESS DESIGN VIEWS
STATE STREET VILLAGE - REDLANDS, CA

BUILDING 2



SOUTHEST CORNER OF REDLANDS BOULEVARD AND THIRD STREET

BUILDING 4A



OPERABLE STOREFRONT - CLOSED

BUILDING 4A



OPERABLE STOREFRONT - OPEN

BUILDING 4A



SOUTHEAST CORNER OF STATE AND THIRD STREETS

BUILDING 4A



BUILDING 4A



BUILDING 4A



BUILDING 4A



PASEO TO RESIDENTIAL ENTRANCES AND CITRUS AVENUE BEYOND

BUILDING 4B



PASEO TO RESIDENTIAL ENTRANCES AND CITRUS AVENUE BEYOND

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Redlands Joint Special Meeting of the
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05-10-22
406 of 1044

BUILDING 4B



BUILDING 4B



BUILDING 4B



BUILDING 4B



OPERABLE STOREFRONT - OPEN

BUILDING 4B



OPERABLE STOREFRONT - CLOSED

BUILDING 4B



SOUTHWEST CORNER OF ORNAGE AND STATE STREETS

BUILDING 2



SOUTHWEST CORNER OF REDLANDS BOULEVARD AND THIRD STREET

BUILDING 2



BUILDING 2



BUILDING 2



DINING TERRACE AT NORTH SIDE OF PLAZA

BUILDING 2



ARCADE AT NORTH SIDE OF PLAZA

BUILDING 2



ARCADE AT NORTHWEST CORNER OF PLAZA

BUILDING 2



NORTHWEST CORNER OF PLAZA

BUILDING 2



BUILDING 2



ARCADE AT SOUTHWEST CORNER OF PLAZA

BUILDING 2



DINING AREA AT SOUTHWEST CORNER OF PLAZA

BUILDING 2



DINING AREAS AT SOUTH SIDE OF PLAZA

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05-10-22
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BUILDING 2



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PROGRESS DESIGN VIEWS
STATE STREET VILLAGE - REDLANDS, CA

BUILDING 2



BUILDING 2



BUILDING 2





2 PRELIMINARY LANDSCAPE PLAN - TREES OVERALL
1" = 40'-0"

TREE LEGEND

SYMBOL	BOTANICAL NAME	CATEGORY SIZE	FOLIAGE	QTY	WATER USE
	SPECIMEN TREE				
	QUERCUS VIRGINIANA	60" BOX	EVERGREEN MULTI TRUNK	4	M
	BOSQUE AND GARDEN WALK				
	PLATANUS X ACERIFOLIA	36" BOX	DECIDUOUS	37	M
	STREET TREE				
	CINNAMOMUM CAMPHORA	24" BOX 36" BOX (CVS SITE)	EVERGREEN	100 34	M
	EUREKA AND CITRUS PERIMETER TREE				
	PINUS CANARIENSIS PINUS ELDARICA	24" BOX	EVERGREEN	18	M
	EUREKA AND CITRUS PERIMETER TREE				
	LOPHOSTEMON CONFERTUS	24" BOX	EVERGREEN	53	M
	EUREKA AND CITRUS PERIMETER TREE				
	CUPRESSUS SEMPERVIRENS	24" BOX	EVERGREEN	194	L
	EUREKA AND CITRUS PERIMETER TREE				
	STRELITZIA NICOLAI	24" BOX	EVERGREEN	48	M
	COURTYARD SPECIMEN				
	PHOENIX RECLINATA	SPECIMEN	EVERGREEN	4	M
	ACCENT TREE				
	PODOCARPUS GRACILIOR ARBUTUS 'MARINA'	24" BOX	EVERGREEN	77	M
	LARGE POTTERY TREE				
	CYCAS REVOLUTA RHAPIS EXCELSA	24" BOX	EVERGREEN	65	M


QUERCUS VIRGINIANA
SOUTHERN LIVE OAK


PLATANUS X ACERIFOLIA
LONDON PLANE TREE


CINNAMOMUM CAMPHORA
CAMPHOR TREE


PINUS CANARIENSIS
CANARY ISLAND PINE


LOPHOSTEMON CONFERTUS
BRISBANE BOX


CUPRESSUS SEMPERVIRENS
ITALIAN CYPRESS

STRELITZIA NICOLAI
GIANT BIRD OF PARADISE

PHOENIX RECLINATA
SENEGAL DATE PALM


ARBUTUS 'MARINA'
MARINA MADRONE


PODOCARPUS GRACILIOR
FERN PODOCARPUS

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LOS ANGELES / 5837 Adams Blvd
Culver City, CA 90232 / 323.937.2150

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners
4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. DAVIS
LIC. NO. 2547
Signature
10-28-2021
DATE
Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - TREES - OVERALL

PROJECT NO.
19158
DATE
Jan 19, 2022

SHEET NUMBER
L2.1
C.U.P. APPLICATION

ORIGINAL SHEET SIZE 24" x 36"

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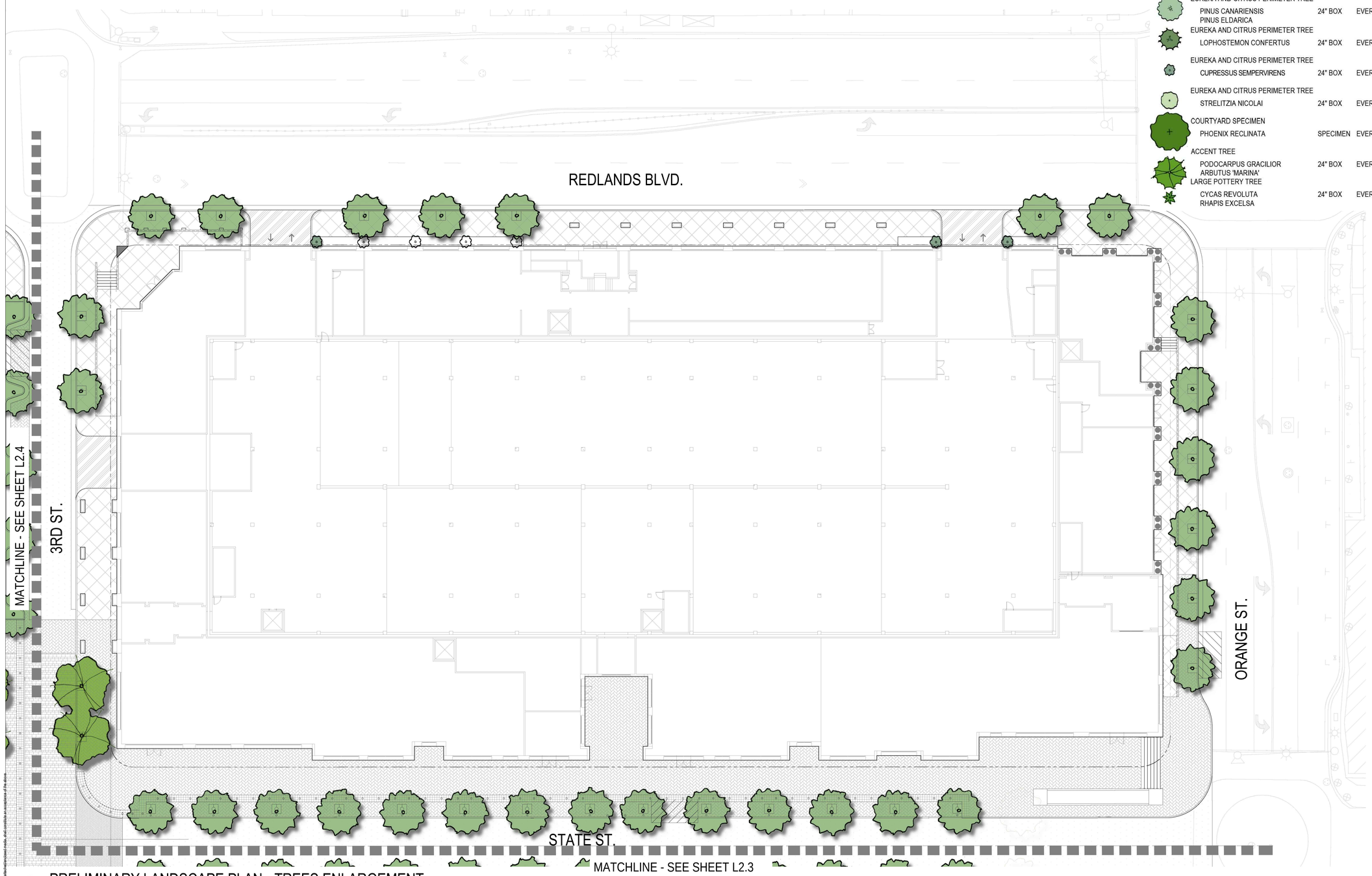

2 PRELIMINARY LANDSCAPE PLAN - TREES ENLARGEMENT
1" = 20'-0"

TREE LEGEND

SYMBOL	CATEGORY / BOTANICAL NAME	SIZE	FOLIAGE	QTY	WATER USE
	SPECIMEN TREE				
	QUERCUS VIRGINIANA	60" BOX	EVERGREEN MULTI TRUNK	4	M
	BOSQUE AND GARDEN WALK				
	PLATANUS X ACERIFOLIA	36" BOX	DECIDUOUS	37	M
	STREET TREE				
	CINNAMOMUM CAMPHORA	24" BOX 36" BOX (CVS SITE)	EVERGREEN	100 34	M
	EUREKA AND CITRUS PERIMETER TREE				
	PINUS CANARIENSIS PINUS ELDARICA	24" BOX	EVERGREEN	18	M
	EUREKA AND CITRUS PERIMETER TREE				
	LOPHOSTEMON CONFERTUS	24" BOX	EVERGREEN	53	M
	EUREKA AND CITRUS PERIMETER TREE				
	CUPRESSUS SEMPERVIRENS	24" BOX	EVERGREEN	194	L
	EUREKA AND CITRUS PERIMETER TREE				
	STRELITZIA NICOLAI	24" BOX	EVERGREEN	48	M
	COURTYARD SPECIMEN				
	PHOENIX RECLINATA	SPECIMEN	EVERGREEN	4	M
	ACCENT TREE				
	PODOCARPUS GRACILIOR ARBUTUS 'MARINA'	24" BOX	EVERGREEN	77	M
	LARGE POTTERY TREE				
	CYCAS REVOLUTA RHAPIS EXCELSA	24" BOX	EVERGREEN	65	M

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Culver City, CA 90232 / 323.937.2150

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. SCHULZ
LIC. NO. 1547
SIGNATURE
10-28-2021
DATE
Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - TREES ENLARGEMENT

PROJECT NO.
19158

DATE
Jan 19, 2022

SHEET NUMBER
L2.2

C.U.P. APPLICATION

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ORIGINAL SHEET SIZE 24" x 36"

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TREE LEGEND

SYMBOL	CATEGORY / BOTANICAL NAME	SIZE	FOLIAGE	QTY	WATER USE
	SPECIMEN TREE QUERCUS VIRGINIANA	60" BOX	EVERGREEN MULTI TRUNK	4	M
	BOSQUE AND GARDEN WALK PLATANUS X ACERIFOLIA	36" BOX	DECIDUOUS	37	M
	STREET TREE CINNAMOMUM CAMPHORA	24" BOX 36" BOX (CVS SITE)	EVERGREEN	100 34	M
	EUREKA AND CITRUS PERIMETER TREE PINUS CANARIENSIS PINUS ELDARICA	24" BOX	EVERGREEN	18	M
	EUREKA AND CITRUS PERIMETER TREE LOPHOSTEMON CONFERTUS	24" BOX	EVERGREEN	53	M
	EUREKA AND CITRUS PERIMETER TREE CUPRESSUS SEMPERVIRENS	24" BOX	EVERGREEN	194	L
	EUREKA AND CITRUS PERIMETER TREE STRELITZIA NICOLAI	24" BOX	EVERGREEN	48	M
	COURTYARD SPECIMEN PHOENIX RECLINATA	SPECIMEN	EVERGREEN	4	M
	ACCENT TREE PODOCARPUS GRACILIOR ARBUTUS 'MARINA'	24" BOX	EVERGREEN	77	M
	LARGE POTTERY TREE CYCAS REVOLUTA RHAPIS EXCELSA	24" BOX	EVERGREEN	65	M

2 PRELIMINARY LANDSCAPE PLAN - TREES ENLARGEMENT
1" = 20'-0"

ORIGINAL SHEET SIZE 24" x 36"

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. SCHULZ
LICENSE NO. 1547
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TITLE
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DATE
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SHEET NUMBER
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C.U.P. APPLICATION

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	CYCAS REVOLUTA RHAPIS EXCELSA	24" BOX	EVERGREEN	65	M



2 PRELIMINARY LANDSCAPE PLAN - TREES ENLARGEMENT
1" = 20'-0"

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

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Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. SCHULZ
LICENSE NO. 1547
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10-28-2021
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STATE OF CALIFORNIA

TITLE
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19158

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L2.4

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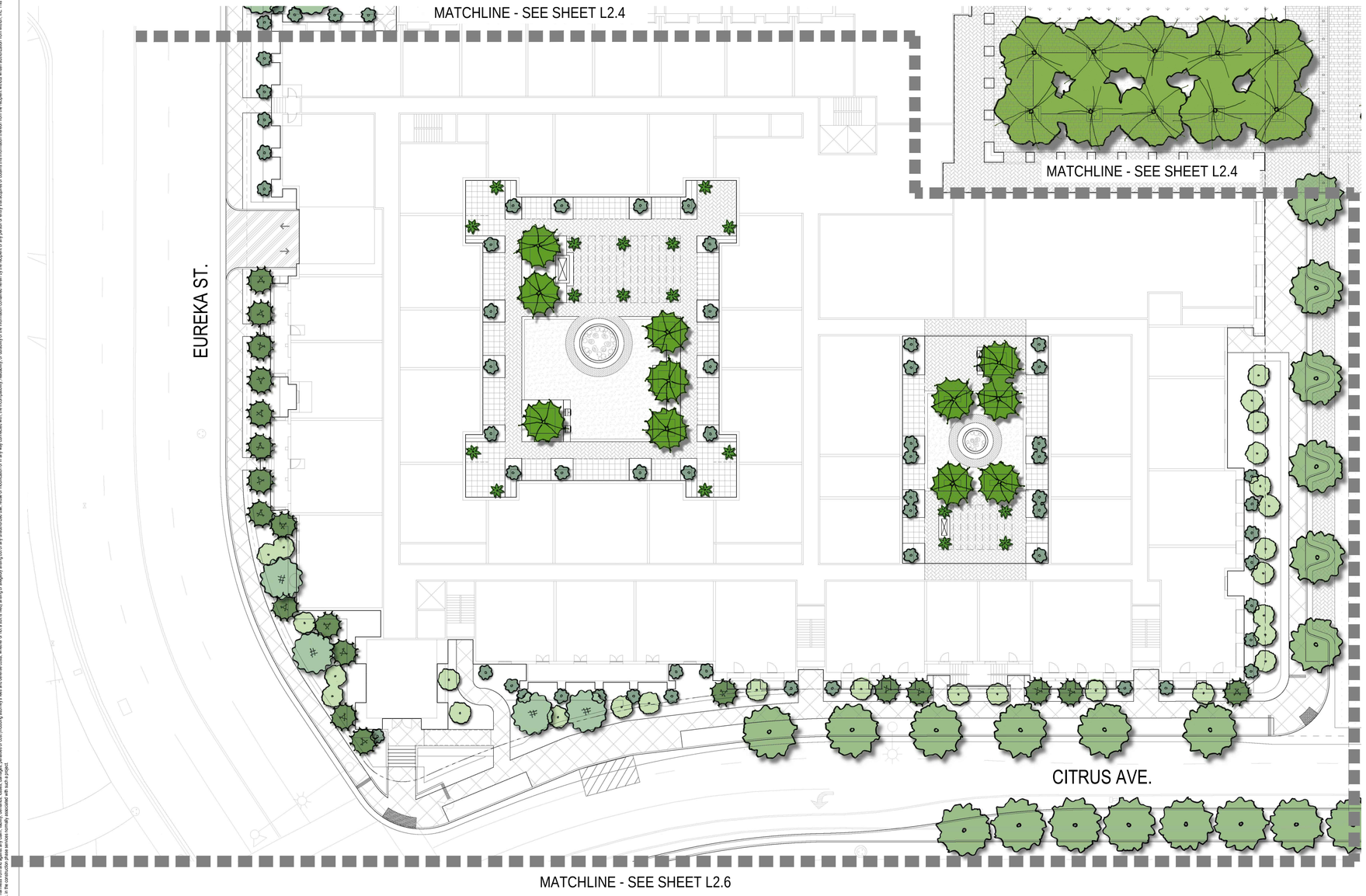
Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22



TREE LEGEND

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2 PRELIMINARY LANDSCAPE PLAN - TREES ENLARGEMENT
1" = 20'-0"

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

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Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
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SHEET NUMBER
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C.U.P. APPLICATION

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Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22

TREE LEGEND

SYMBOL	CATEGORY / BOTANICAL NAME	SIZE	FOLIAGE	QTY	WATER USE
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2 PRELIMINARY LANDSCAPE PLAN - TREES ENLARGEMENT
1" = 20'-0"

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

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REGISTERED LANDSCAPE ARCHITECT
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3 PRELIMINARY LANDSCAPE PLAN - SHRUB AND GROUND PLANE OVERALL
1" = 40'-0"

SHRUBS AND GROUNDCOVER LEGEND

SYMBOL	CATEGORY / BOTANICAL NAME	SIZE	SPACING	WATER USE
	FOREGROUND ZONE			
	BUXUS MICROPHYLLA JAPONICA CARISSA MACROCARPA GREEN CARPET RHAPHIOLEPIS INDICA 'CLARA' TRACHELOSPERMUM JASMINOIDES	5 GAL.	24" O.C.	M
	PARKWAY ZONE			
	CARISSA MACROCARPA GREEN CARPET ROSA X 'NOASCHNEE' TRACHELOSPERMUM JASMINOIDES	5 GAL.	24" O.C.	M
	MIDDLE ZONE			
	DIETES IRIDIOIDES PHILODENDRON XANADU PITTOSPORUM TOBIRA 'WHEELER'S DWARF' RHAPHIOLEPIS INDICA 'CLARA'	5 GAL.	36" O.C.	M
	CCENT ZONE			
	BOUGAINVILLEA 'RASPBERRY ICE' CALLISTEMON VIMINALIS 'LITTLE JOHN' DIETES BICOLOR ROSA 'ICEBERG' STRELITZIA REGINAE	5 GAL.	36" O.C.	M
	BACKGROUND/SCREENING ZONE			
	LIGUSTRUM TEXANUM PITTOSPORUM TOBIRA RHAPHIOLEPIS UMBELLATA	5 GAL.	36" O.C.	M
	BUILDING FOUNDATION SCREENING ZONE			
	LIGUSTRUM TEXANUM (COLUMNAR) PITTOSPORUM TOBIRA PRUNUS CAROLINIANA	5 GAL.	36" O.C.	M
	STREET MEDIAN ZONE			
	JUNCUS PATENS	5 GAL.	18" O.C.	L


BUXUS MICROPHYLLA 'GREEN BEAUTY'
GREEN BEAUTY BOXWOOD


CARISSA MACROCARPA 'GREEN CARPET'
GREEN CARPET NATAL PLUM


RHAPHIOLEPIS INDICA 'CLARA'
INDIAN HAWTHORN


TRACHELOSPERMUM JASMINOIDES
STAR JASMINE

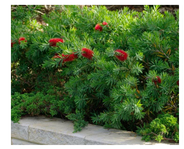

ROSA X 'NOASCHNEE'
FLOWER CARPET WHITE GROUNDCOVER ROSE


DIETES IRIDIOIDES
FORNIGHT LILY


PHILODENDRON XANADU
XANADU


PITTOSPORUM TOBIRA 'WHEELER'S DWARF'
WHEELER'S DWARF PITTOSPORUM


BOUGAINVILLEA 'RASPBERRY ICE'
RASPBERRY ICE BOUGAINVILLEA


CALLISTEMON VIMINALIS 'LITTLE JOHN'
LITTLE JOHN DWARF BOTTLEBRUSH


DIETES BICOLOR
FORTNIGHT LILY


STRELITZIA REGINAE
BIRD OF PARADISE


LIGUSTRUM JAPONICUM 'TEXANUM'
WAXLEAF PRIVET


RHAPHIOLEPIS UMBELLATA
YEDDO HAWTHORNE


PRUNUS CAROLINIANA
CAROLINA CHEERY LAUREL


JUNCUS PATENS
CALIFORNIA GREY RUSH

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO)

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

	ETo		ETAF		LA or SLA (SF)		Conversion		MAWA (Gallons per Year)	
MAWA for LA =	55.6	x	0.45	x	60,557	x	0.62		939,384	
MAWA for SLA =	55.6	x	1.0	x	6,880	x	0.62		237,167	
Total Area (SF) =					67,437	Total MAWA =			1,176,552	Gal/Yr.
									1,573	Billing units

ESTIMATED APPLIED WATER USE (EAWU)

	ETo		PF		LA		Conversion		IE		EAWU (Gallons Per Year)
Special Landscape Area	55.6	x	1.00	x	6,880	x	0.62	÷	1.00	=	237,167
Decomposed Granite	55.6	x	0.00	x	3,500	x	0.62	÷	1.00	=	0
Moderate Using Shrub (drip)	55.6	x	0.40	x	38,513	x	0.62	÷	0.81	=	655,615
Low Using Shrub (drip)	55.6	x	0.30	x	10,000	x	0.62	÷	0.81	=	127,674
Low Using Trees (bubbler)	55.6	x	0.30	x	3,120	x	0.62	÷	0.81	=	39,834
Moderate Using Trees (bubbler)	55.6	x	0.40	x	5,424	x	0.62	÷	0.81	=	92,334
Total EAWU =					67,437 SF						1,152,625 Gallons per year
									Total EAWU =		1,541 Billing units

THE EAWU (1,152,625 GALLONS PER YEAR) IS LESS THAN MAWA (1,176,552 GALLONS PER YEAR). THE PROJECT'S LANDSCAPE ESTIMATE OF APPLIED WATER USE COMPLIES WITH THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE.

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Culver City, CA 90232 / 323.937.2150

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners
4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. FOWLER
No. 5424
SIGNATURE
10-29-2021
DATE
EXP. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - SHRUBS AND GROUND PLANE - OVERALL

PROJECT NO.
19158
DATE
Jan 19, 2022

SHEET NUMBER
L3.1
C.U.P. APPLICATION

ORIGINAL SHEET SIZE 24" x 36"

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Mithun, Inc. hereby also applies to this use of this information on any project or construction site without the involvement of Mithun, Inc. in the construction phase services normally associated with such a project.
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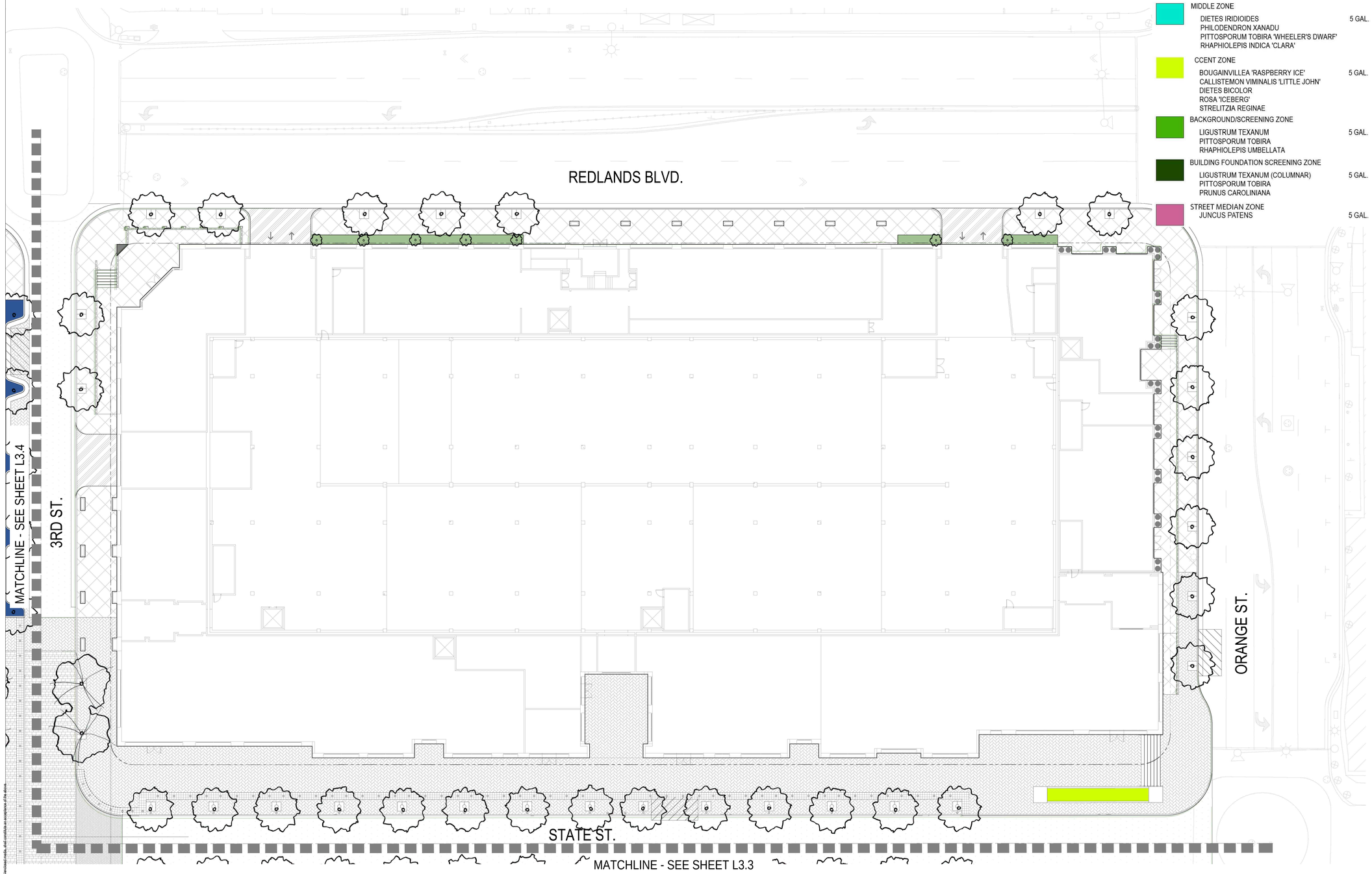

3 PRELIMINARY LANDSCAPE PLAN - SHRUB AND GROUND PLANE ENLARGEMENT
1" = 20'-0"

SHRUBS AND GROUNDCOVER LEGEND

SYMBOL	CATEGORY / BOTANICAL NAME	SIZE	SPACING	WATER USE
	FOREGROUND ZONE			
	BUXUS MICROPHYLLA JAPONICA CARISSA MACROCARPA GREEN CARPET RHAPHIOLEPIS INDICA 'CLARA' TRACHELOSPERMUM JASMINOIDES	5 GAL.	24" O.C.	M
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	CARISSA MACROCARPA GREEN CARPET ROSA X 'NOASCHNEE' TRACHELOSPERMUM JASMINOIDES	5 GAL.	24" O.C.	M
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	BOUGAINVILLEA 'RASPBERRY ICE' CALLISTEMON VIMINALIS 'LITTLE JOHN' DIETES BICOLOR ROSA 'ICEBERG' STRELITZIA REGINAE	5 GAL.	36" O.C.	M
	BACKGROUND/SCREENING ZONE			
	LIGUSTRUM TEXANUM PITTOSPORUM TOBIRA RHAPHIOLEPIS UMBELLATA	5 GAL.	36" O.C.	M
	BUILDING FOUNDATION SCREENING ZONE			
	LIGUSTRUM TEXANUM (COLUMNAR) PITTOSPORUM TOBIRA PRUNUS CAROLINIANA	5 GAL.	36" O.C.	M
	STREET MEDIAN ZONE			
	JUNCUS PATENS	5 GAL.	18" O.C.	L

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Culver City, CA 90232 / 323.937.2150

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. SCHULZ
LICENSE NO. 1547
SIGNATURE
10-28-2021
DATE
Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - SHRUBS AND GROUND PLANE ENLARGEMENT

PROJECT NO.
19158

DATE
Jan 19, 2022

SHEET NUMBER
L3.2

C.U.P. APPLICATION

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ORIGINAL SHEET SIZE 24" x 36"

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Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22



SHRUBS AND GROUNDCOVER LEGEND

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	LIGUSTRUM TEXANUM PITTOSPORUM TOBIRA RHAPHIOLEPIS UMBELLATA	5 GAL.	36" O.C.	M
	BUILDING FOUNDATION SCREENING ZONE			
	LIGUSTRUM TEXANUM (COLUMNAR) PITTOSPORUM TOBIRA PRUNUS CAROLINIANA	5 GAL.	36" O.C.	M
	STREET MEDIAN ZONE			
	JUNCUS PATENS	5 GAL.	18" O.C.	L

3 PRELIMINARY LANDSCAPE PLAN - SHRUB AND GROUND PLANE ENLARGEMENT
1" = 20'-0"

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

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REGISTERED LANDSCAPE ARCHITECT
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Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
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PROJECT NO.
19158

DATE
Jan 19, 2022

SHEET NUMBER
L3.3

C.U.P. APPLICATION

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Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22

SHRUBS AND GROUNDCOVER LEGEND

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	LIGUSTRUM TEXANUM (COLUMNAR) PITTOSPORUM TOBIRA PRUNUS CAROLINIANA	5 GAL.	36" O.C.	M
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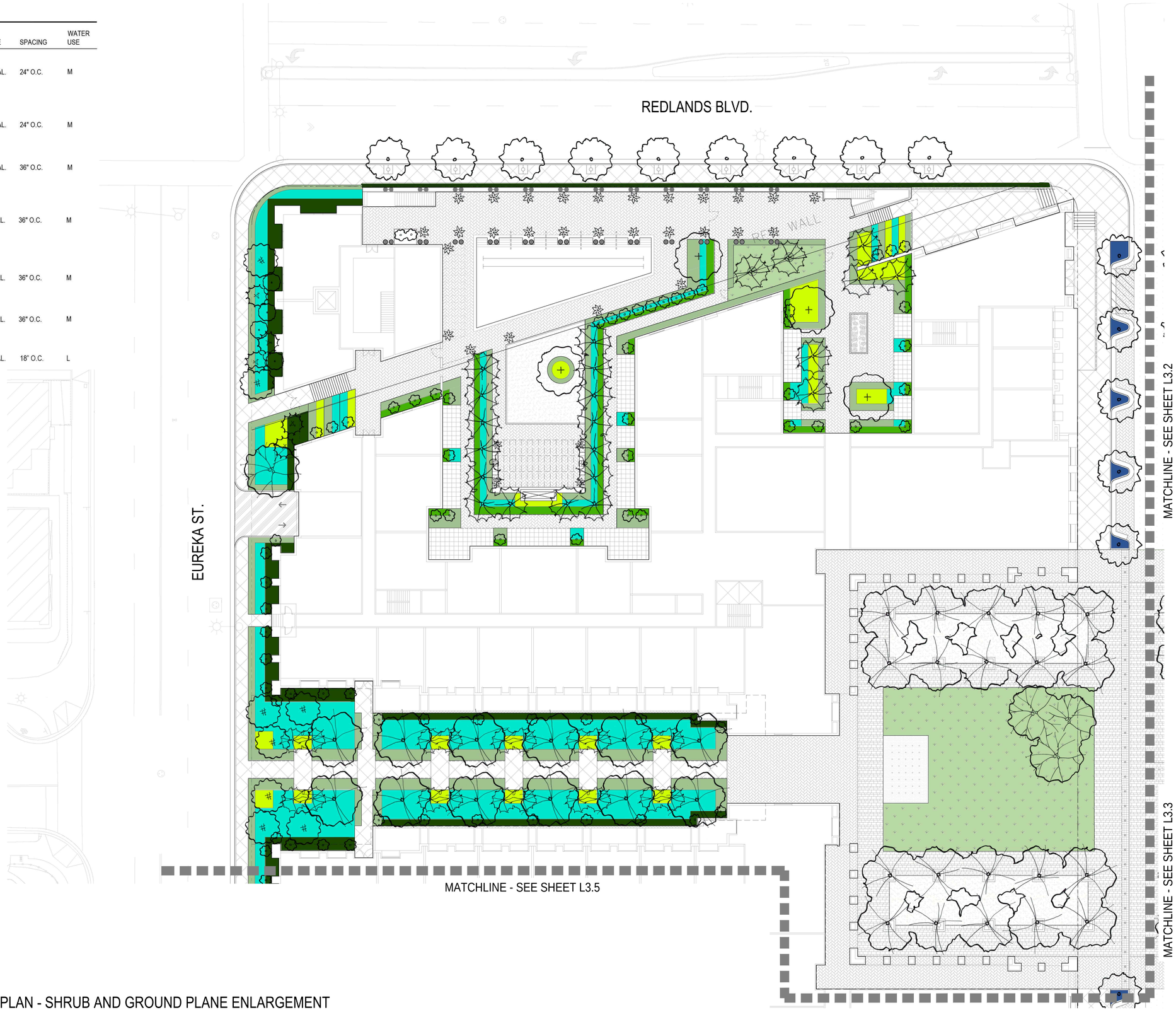
	JUNCUS PATENS	5 GAL.	18" O.C.	L



3 PRELIMINARY LANDSCAPE PLAN - SHRUB AND GROUND PLANE ENLARGEMENT
1" = 20'-0"

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners
4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
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Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - SHRUBS AND GROUND PLANE ENLARGEMENT

PROJECT NO.
19158

DATE
Jan 19, 2022

SHEET NUMBER
L3.4

C.U.P. APPLICATION

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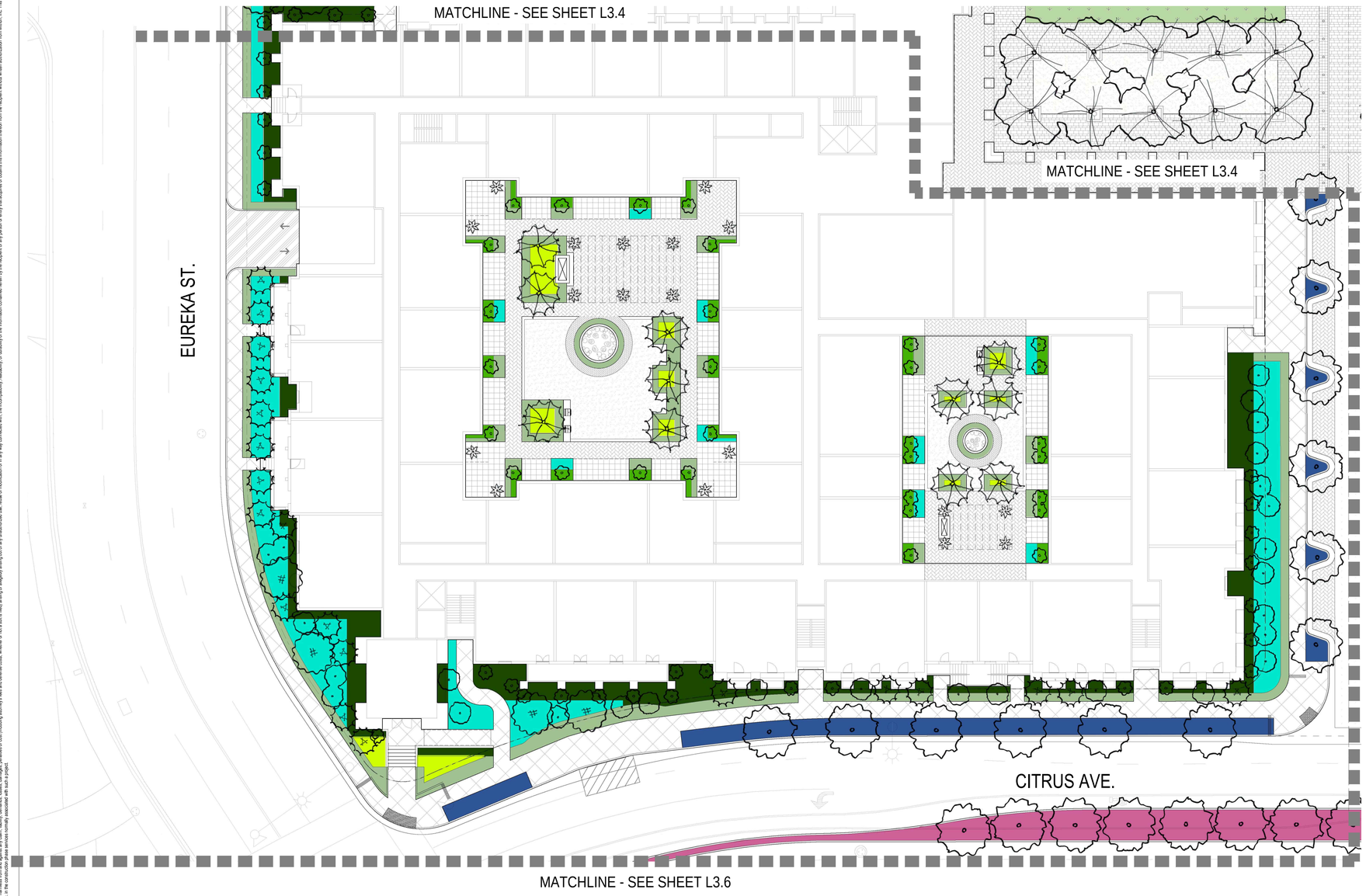

SHRUBS AND GROUNDCOVER LEGEND

SYMBOL	CATEGORY / BOTANICAL NAME	SIZE	SPACING	WATER USE
	FOREGROUND ZONE			
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	BUILDING FOUNDATION SCREENING ZONE			
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	JUNCUS PATENS	5 GAL.	18" O.C.	L

3 PRELIMINARY LANDSCAPE PLAN - SHRUB AND GROUND PLANE ENLARGEMENT
1" = 20'-0"

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. SCHULZ
LICENSE NO. 1547
SIGNATURE
10-28-2021
DATE
Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - SHRUBS AND GROUND PLANE ENLARGEMENT

PROJECT NO.
19158

DATE
Jan 19, 2022

SHEET NUMBER
L3.5

C.U.P. APPLICATION

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ORIGINAL SHEET SIZE 24" x 36"

Redlands Joint Special Meeting of the
City Council and Planning Commission
05-10-22

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CVS SITE - LANDSCAPE AREA

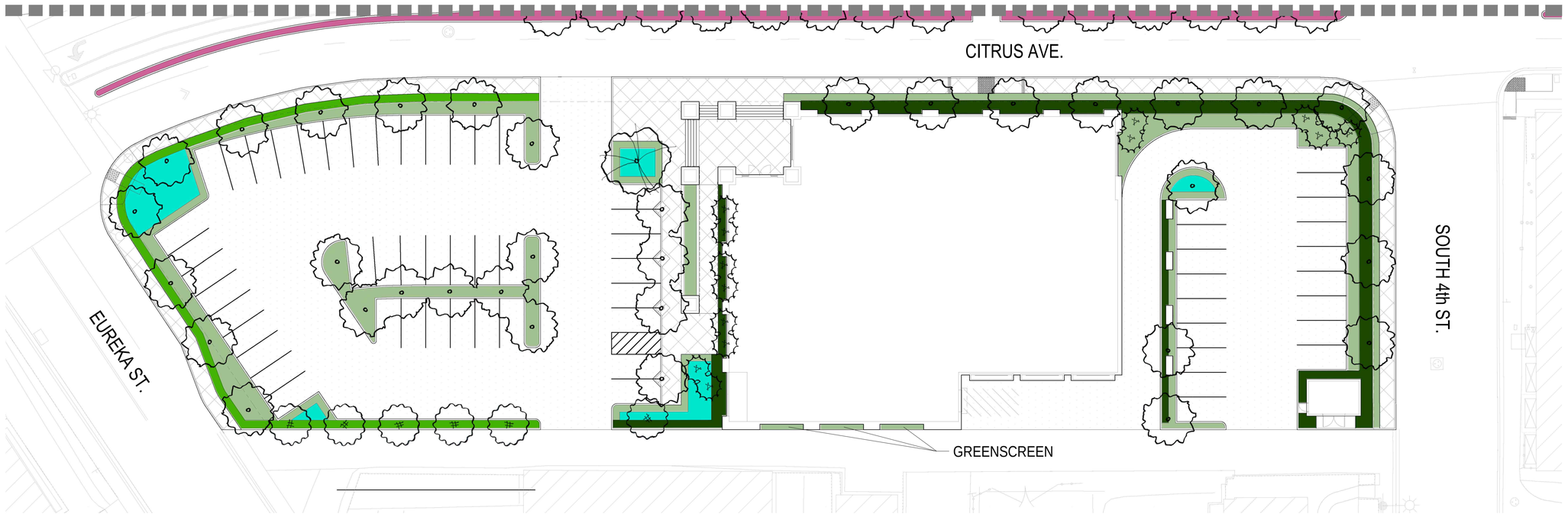
TOTAL SITE AREA OF CVS - 57,982 SF
PROPOSED LANDSCAPE AREA - 9,476 SF - 16% OF TOTAL SITE

SHRUBS AND GROUNDCOVER LEGEND

SYMBOL	BOTANICAL NAME	CATEGORY SIZE	SPACING	WATER USE
	FOREGROUND ZONE			
	BUXUS MICROPHYLLA JAPONICA CARISSA MACROCARPA GREEN CARPET RHAPHIOLEPIS INDICA 'CLARA' TRACHELOSPERMUM JASMINOIDES	5 GAL.	24" O.C.	M
	PARKWAY ZONE			
	CARISSA MACROCARPA GREEN CARPET ROSA X 'NOASCHNEE' TRACHELOSPERMUM JASMINOIDES	5 GAL.	24" O.C.	M
	MIDDLE ZONE			
	DIETES IRIDIOIDES PHILODENDRON XANADU PITTOSPORUM TOBIRA 'WHEELER'S DWARF' RHAPHIOLEPIS INDICA 'CLARA'	5 GAL.	36" O.C.	M
	CCENT ZONE			
	BOUGAINVILLEA 'RASPBERRY ICE' CALLISTEMON VIMINALIS 'LITTLE JOHN' DIETES BICOLOR ROSA 'ICEBERG' STRELITZIA REGINAE	5 GAL.	36" O.C.	M
	BACKGROUND/SCREENING ZONE			
	LIGUSTRUM TEXANUM PITTOSPORUM TOBIRA RHAPHIOLEPIS UMBELLATA	5 GAL.	36" O.C.	M
	BUILDING FOUNDATION SCREENING ZONE			
	LIGUSTRUM TEXANUM (COLUMNAR) PITTOSPORUM TOBIRA PRUNUS CAROLINIANA	5 GAL.	36" O.C.	M
	STREET MEDIAN ZONE			
	JUNCUS PATENS	5 GAL.	18" O.C.	L

MATCHLINE - SEE SHEET L3.5

MATCHLINE - SEE SHEET L3.3



3 PRELIMINARY LANDSCAPE PLAN - SHRUB AND GROUND PLANE ENLARGEMENT
1" = 20'-0"

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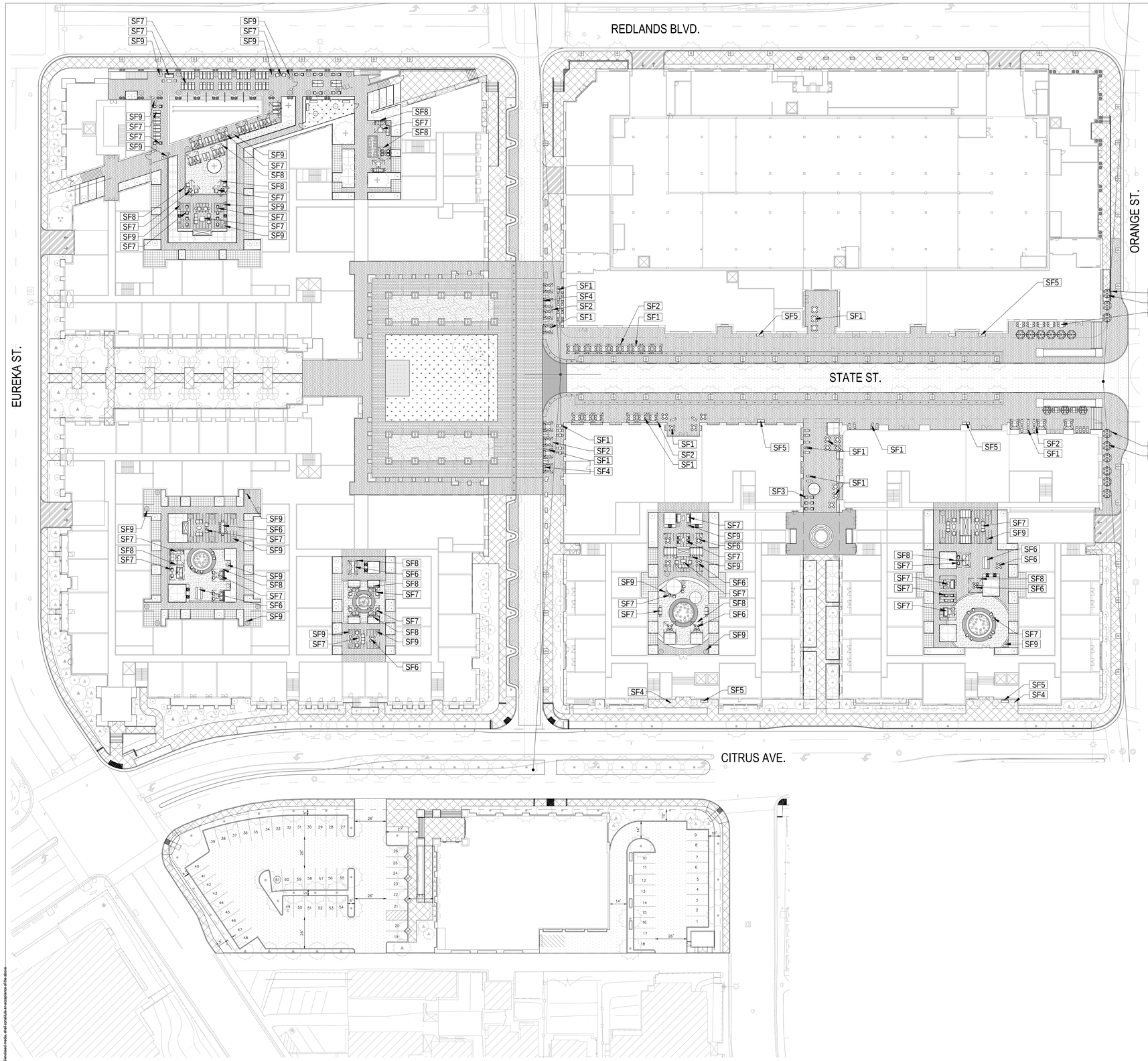


1 PRELIMINARY LANDSCAPE PLAN - HARDSCAPE OVERALL
1" = 40'-0"

SITE FURNISHINGS SCHEDULE

SYMBOL	DESCRIPTION	COMMENTS
SF1	STATE AND 3RD STREET DINING FURNITURE	-
SF2	STATE AND 3RD STREET UMBRELLAS	-
SF3	STATE AND 3RD STREET SOFT SEATING	-
SF4	STATE AND 3RD STREET POTTERY	-
SF5	STATE, 3RD STREET, AND CITRUS AVE BENCH	-
SF6	COURTYARD DINING FURNITURE	-
SF7	COURTYARD SOFT SEATING	-
SF8	COURTYARD UMBRELLAS	-
SF9	COURTYARD POTTERY	-

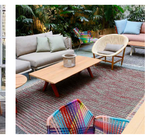

SF1 STATE AND 3RD STREET DINING FURNITURE


SF1 STATE AND 3RD STREET DINING FURNITURE


SF2 STATE AND 3RD STREET UMBRELLAS


SF2 STATE AND 3RD STREET UMBRELLAS


SF3 STATE AND 3RD STREET SOFT SEATING


SF3 STATE AND 3RD STREET SOFT SEATING


SF4 STATE AND 3RD STREET POTTERY


SF4 STATE AND 3RD STREET POTTERY


SF5 STATE, 3RD STREET, AND CITRUS AVE. BENCH

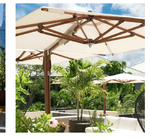

SF5 STATE, 3RD STREET, AND CITRUS AVE. BENCH


SF6 COURTYARD DINING FURNITURE


SF6 COURTYARD DINING FURNITURE


SF7 COURTYARD SOFT SEATING


SF7 COURTYARD SOFT SEATING


SF8 COURTYARD UMBRELLAS


SF8 COURTYARD UMBRELLAS


SF9 COURTYARD POTTERY


SF9 COURTYARD POTTERY

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WILLIAM F. DAVIS
LIC. NO. 2424
Signature
05-20-2021
DATE
Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - SITE FURNISHINGS - OVERALL

PROJECT NO.
19158
DATE
Jan 19, 2022

SHEET NUMBER
L4.1
C.U.P. APPLICATION

ORIGINAL SHEET SIZE 24" x 36"

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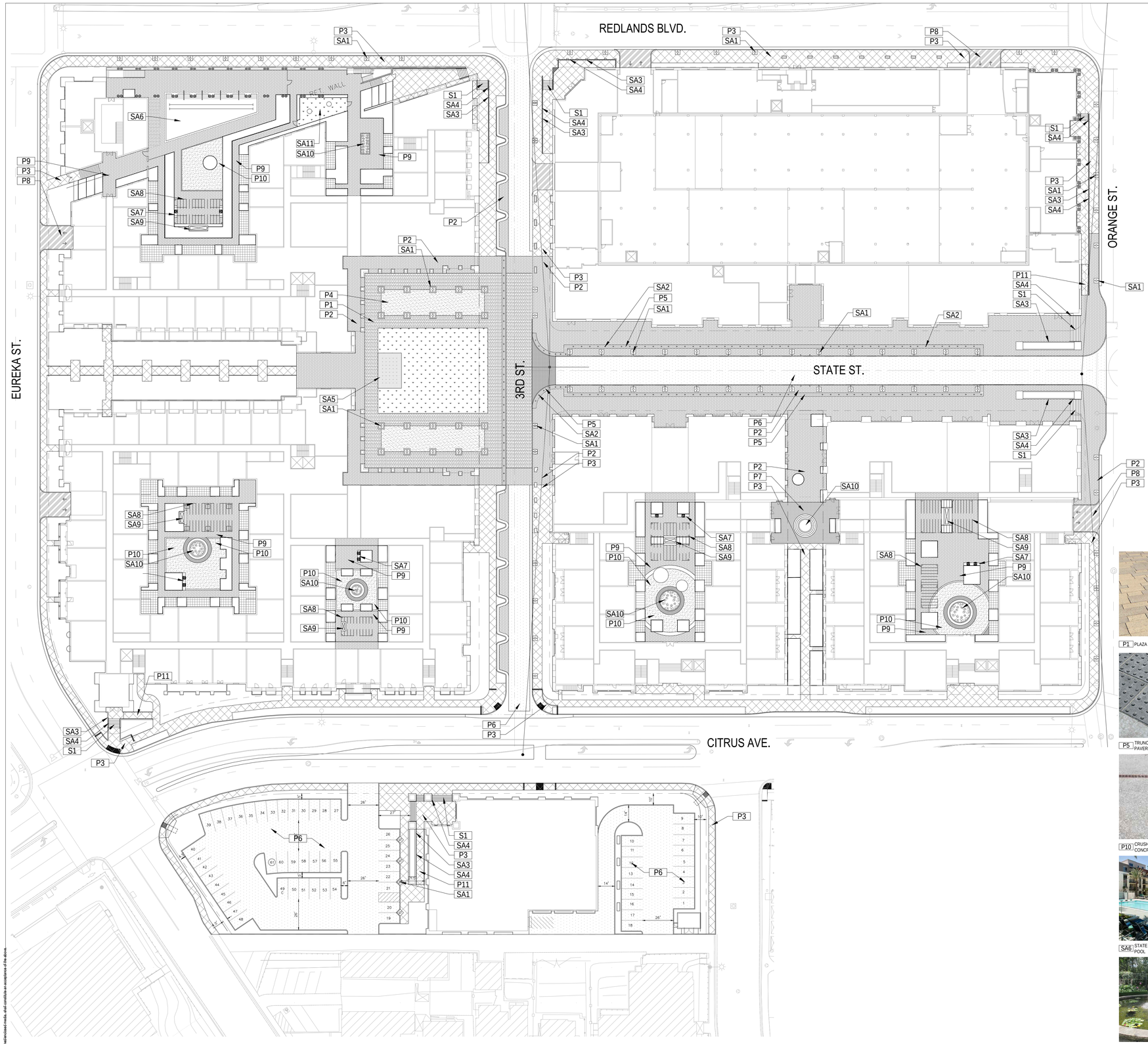


1 PRELIMINARY LANDSCAPE PLAN - HARDSCAPE OVERALL
1" = 40'-0"

PAVING SCHEDULE

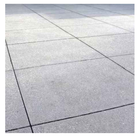
SYMBOL	DESCRIPTION	COMMENTS
P1	PLAZA CONCRETE PAVER FIELD	LIDO - RANDOM RUNNER
P2	STATE STREET AND 3RD STREET PEDESTRIAN AND VEHICULAR CONCRETE PAVER	HERRINGBONE 4" x 8"
P3	CONCRETE PAVING SIDEWALK	-
P4	DECOMPOSED GRANITE	-
P5	TRUNCATED DOME CONCRETE PAVER	1' SQ.
P6	ASPHALT ROADWAY	-
P7	CUT LIMESTONE PAVER	RANDOM ASHLER
P8	VEHICULAR CONCRETE DRIVEWAYS	-
P9	COURTYARD CONCRETE PAVERS, HERRINGBONE FIELD WITH DOUBLE SHOULDER COURSE BAND	4" x 8"
P10	CRUSHED LIMESTONE PAVING WITH CONCRETE BAND	-
P11	CONCRETE ADA RAMP	-
S1	CONCRETE STEPS	-

SITE AMENITY SCHEDULE

SYMBOL	DESCRIPTION	COMMENTS
SA1	METAL TREE GRATE WITH TREE GUARD	-
SA2	VEHICULAR METAL BOLLARD	-
SA3	SITE RETAINING WALLS	-
SA4	GUARDRAIL/HANDRAILS	-
SA5	WATER PLAY AREA WITH POP JETS	-
SA6	STATE STREET RESIDENTIAL POOL	-
SA7	COURTYARD BBQ'S	-
SA8	COURTYARD SHADE STRUCTURE	-
SA9	COURTYARD FIREPLACE	-
SA10	COURTYARD/PASEO WATER FEATURE	-
SA11	DOG PARK	-


P1 PLAZA CONCRETE PAVER FIELD


P2 STATE ST. AND 3RD ST. PEDESTRIAN & VEHICULAR CONCRETE PAVER


P3 CONCRETE PAVING SIDEWALK


P4 DECOMPOSED GRANITE


P5 TRUNCATED DOME CONCRETE PAVER


P7 CUT LIMESTONE PAVER


P8 VEHICULAR CONCRETE DRIVEWAYS


P9 COURTYARD CONCRETE PAVERS


P10 CRUSHED LIMESTONE PAVING WITH CONCRETE BAND


SA1 METAL TREE GRATE WITH TREE GUARD


SA2 VEHICULAR METAL BOLLARD


SA5 WATER PLAY AREA WITH POP JETS


SA6 STATE STREET RESIDENTIAL POOL


SA7 COURTYARD BBQ'S


SA8 COURTYARD SHADE STRUCTURE


SA9 COURTYARD FIREPLACE


SA10 COURTYARD/PASEO WATER FEATURE


SA11 DOG PARK

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SITE AMENITY SCHEDULE

SYMBOL	DESCRIPTION	COMMENTS
SA1	METAL TREE GRATE WITH TREE GUARD	-
SA2	VEHICULAR METAL BOLLARD	-
SA3	SITE RETAINING WALLS	-
SA4	GUARDRAIL/HANDRAILS	-
SA5	WATER PLAY AREA WITH POP JETS	-
SA6	STATE STREET RESIDENTIAL POOL	-
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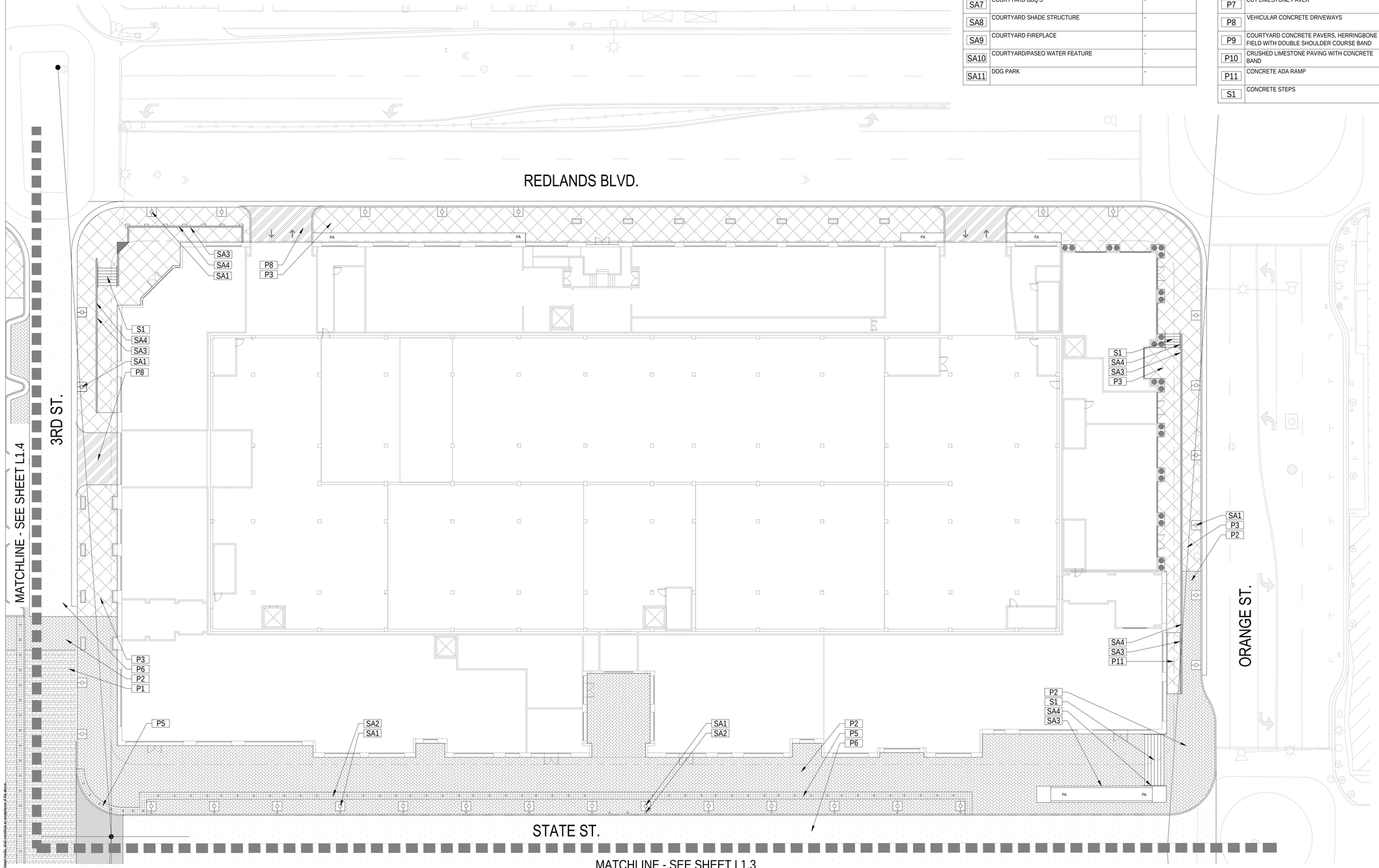
P11	CONCRETE ADA RAMP	-
S1	CONCRETE STEPS	-



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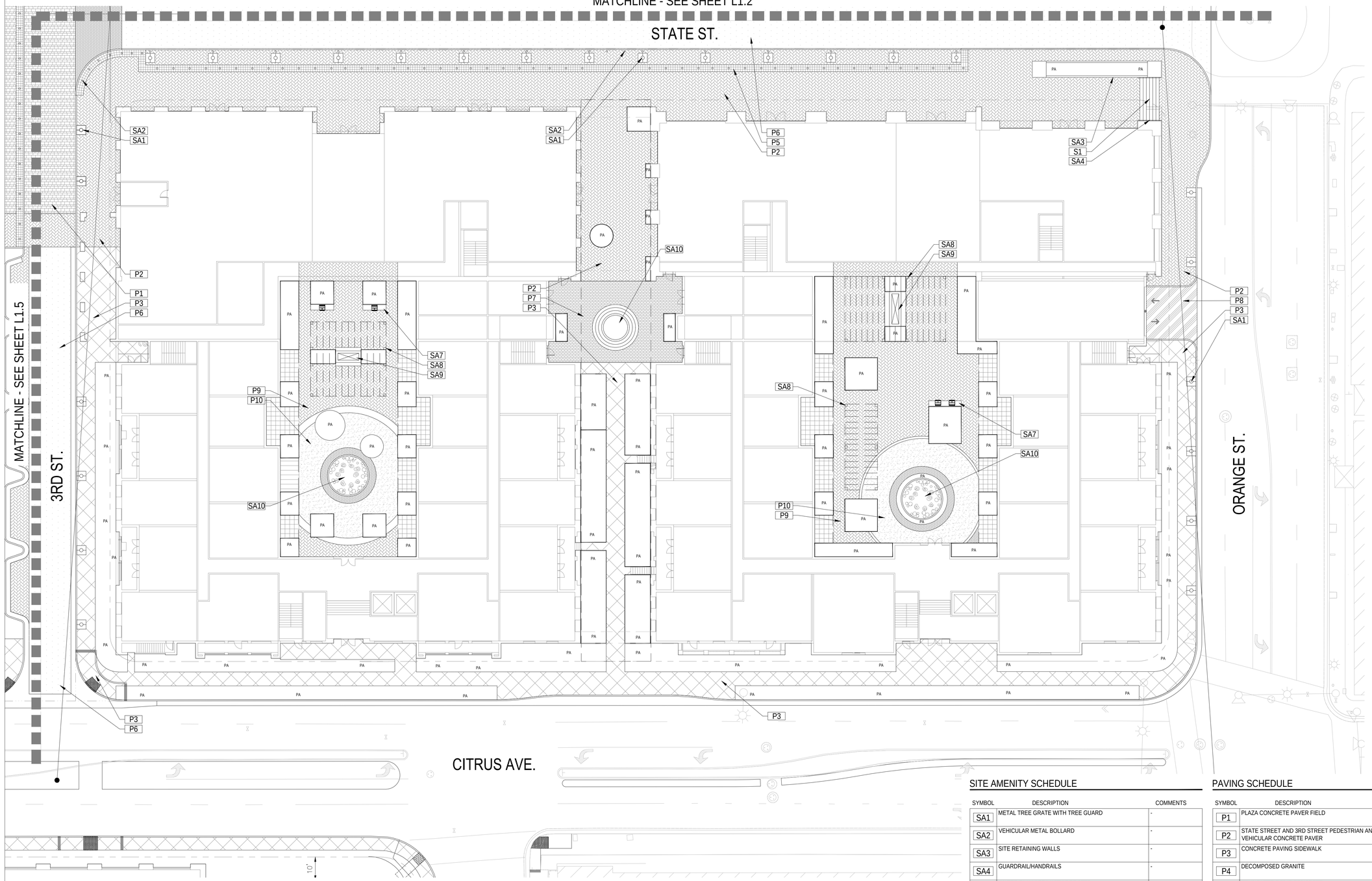

SITE AMENITY SCHEDULE

SYMBOL	DESCRIPTION	COMMENTS
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SA5	WATER PLAY AREA WITH POP JETS	-
SA6	STATE STREET RESIDENTIAL POOL	-
SA7	COURTYARD BBQ'S	-
SA8	COURTYARD SHADE STRUCTURE	-
SA9	COURTYARD FIREPLACE	-
SA10	COURTYARD/PASEO WATER FEATURE	-
SA11	DOG PARK	-

PAVING SCHEDULE

SYMBOL	DESCRIPTION	COMMENTS
P1	PLAZA CONCRETE PAVER FIELD	LIDO - RANDOM RUNNER
P2	STATE STREET AND 3RD STREET PEDESTRIAN AND VEHICULAR CONCRETE PAVER	HERRINGBONE 4" x 8"
P3	CONCRETE PAVING SIDEWALK	-
P4	DECOMPOSED GRANITE	-
P5	TRUNCATED DOME CONCRETE PAVER	1' SQ.
P6	ASPHALT ROADWAY	-
P7	CUT LIMESTONE PAVER	RANDOM ASHLER
P8	VEHICULAR CONCRETE DRIVEWAYS	-
P9	COURTYARD CONCRETE PAVERS, HERRINGBONE FIELD WITH DOUBLE SHOULDER COURSE BAND	4" x 8"
P10	CRUSHED LIMESTONE PAVING WITH CONCRETE BAND	-
P11	CONCRETE ADA RAMP	-
S1	CONCRETE STEPS	-

1 PRELIMINARY LANDSCAPE PLAN - HARDSCAPE ENLARGEMENT

1" = 20'-0"

MITHUN

SEATTLE / Pier 56, 1201 Alaskan Way, #200
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San Francisco, CA 94104 / 415.956.0688

LOS ANGELES / 5837 Adams Blvd
Culver City, CA 90232 / 323.937.2150

mithun.com

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. DOYLE
LIC. NO. 1347
Signature
10-28-2021
DATE
Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - HARDSCAPE ENLARGEMENT

PROJECT NO.
19158
DATE
Jan 19, 2022

SHEET NUMBER
L1.3

C.U.P. APPLICATION

ORIGINAL SHEET SIZE 24" x 36"

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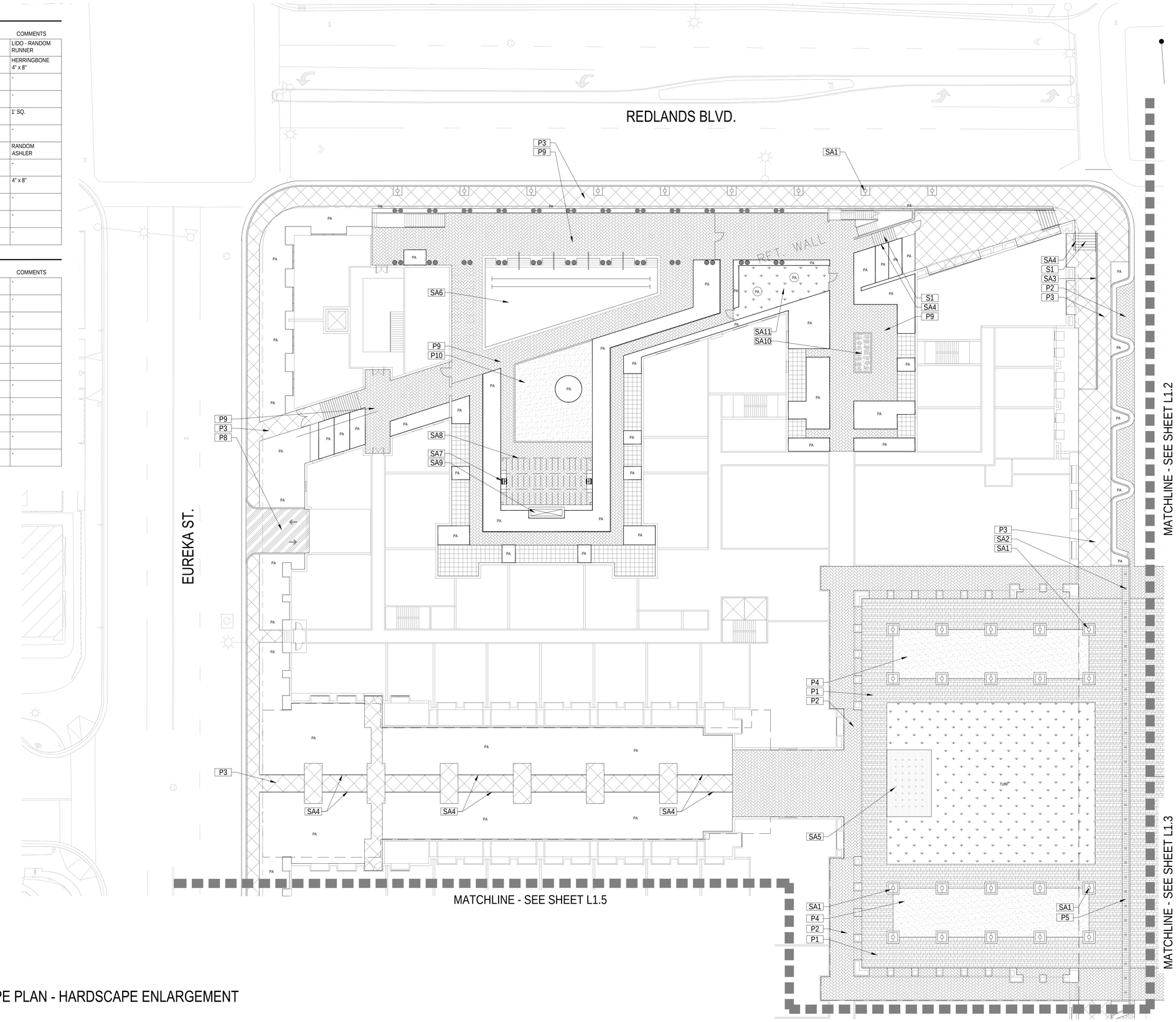
PAVING SCHEDULE

SYMBOL	DESCRIPTION	COMMENTS
P1	PLAZA CONCRETE PAVER FIELD	LIDO - RANDOM RUNNER
P2	STATE STREET AND 3RD STREET PEDESTRIAN AND VEHICULAR CONCRETE PAVER	HERRINGBONE 4" x 8"
P3	CONCRETE PAVING SIDEWALK	-
P4	DECOMPOSED GRANITE	-
P5	TRUNCATED DOME CONCRETE PAVER	1' SQ.
P6	ASPHALT ROADWAY	-
P7	CUT LIMESTONE PAVER	RANDOM ASHLER
P8	VEHICULAR CONCRETE DRIVEWAYS	-
P9	COURTYARD CONCRETE PAVERS, HERRINGBONE FIELD WITH DOUBLE SHOULDER COURSE BAND	4" x 8"
P10	CRUSHED LIMESTONE PAVING WITH CONCRETE BAND	-
P11	CONCRETE ADA RAMP	-
S1	CONCRETE STEPS	-

SITE AMENITY SCHEDULE

SYMBOL	DESCRIPTION	COMMENTS
SA1	METAL TREE GRATE WITH TREE GUARD	-
SA2	VEHICULAR METAL BOLLARD	-
SA3	SITE RETAINING WALLS	-
SA4	GUARDRAIL/HANDRAILS	-
SA5	WATER PLAY AREA WITH POP JETS	-
SA6	STATE STREET RESIDENTIAL POOL	-
SA7	COURTYARD BBQ'S	-
SA8	COURTYARD SHADE STRUCTURE	-
SA9	COURTYARD FIREPLACE	-
SA10	COURTYARD/PASEO WATER FEATURE	-
SA11	DOG PARK	-



1 PRELIMINARY LANDSCAPE PLAN - HARDSCAPE ENLARGEMENT
1" = 20'-0"

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San Francisco, CA 94104 / 415.956.0688

LOS ANGELES / 5837 Adams Blvd
Culver City, CA 90232 / 323.937.2150

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. DOYLE
No. 3424
Signature
10-28-2021
DATE
Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - HARDSCAPE ENLARGEMENT

PROJECT NO.
19158
DATE
Jan 19, 2022

SHEET NUMBER
L1.4
C.U.P. APPLICATION

ORIGINAL SHEET SIZE 24" x 36"

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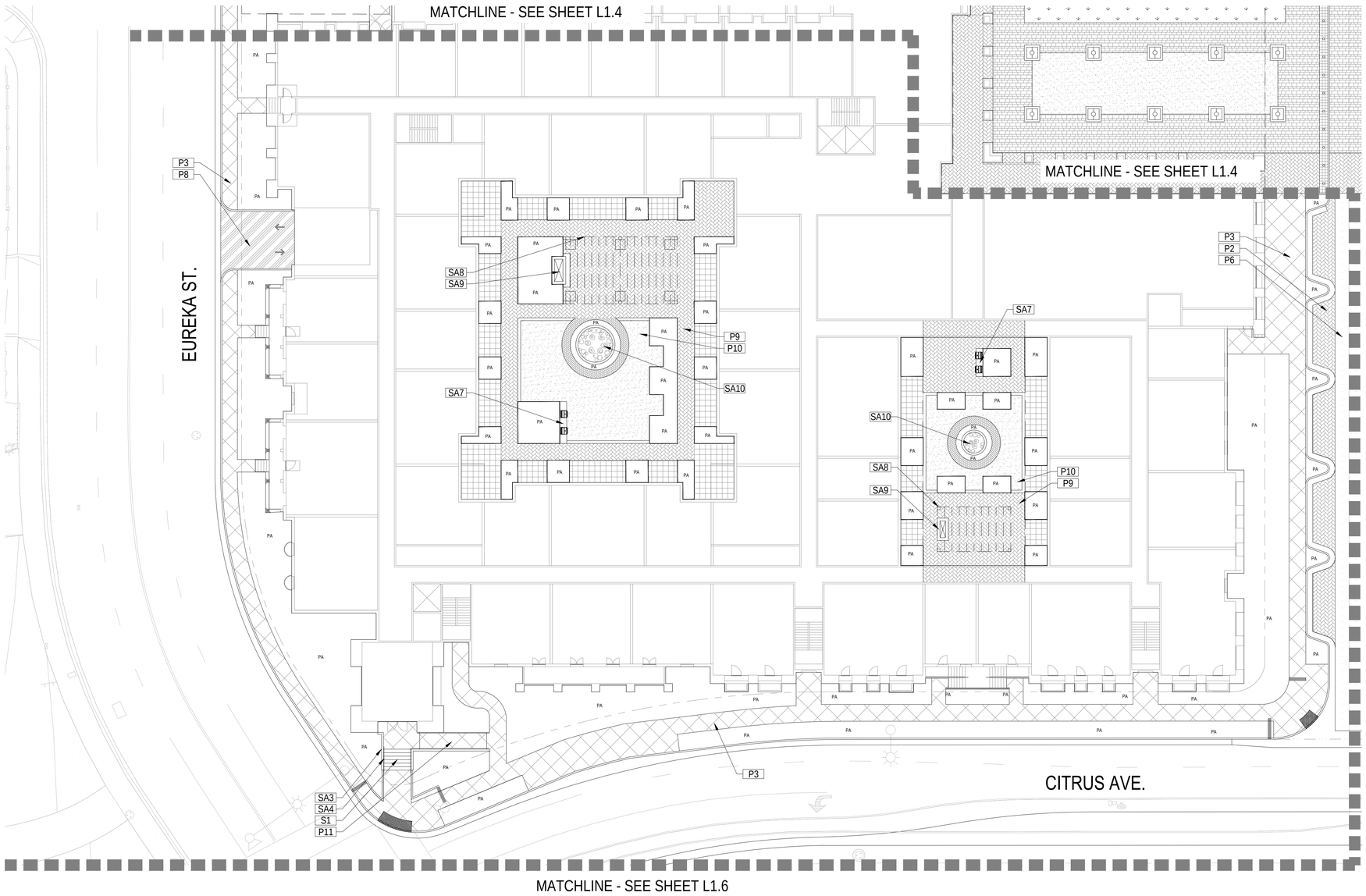

PAVING SCHEDULE

SYMBOL	DESCRIPTION	COMMENTS
P1	PLAZA CONCRETE PAVER FIELD	LIDO - RANDOM RUNNER
P2	STATE STREET AND 3RD STREET PEDESTRIAN AND VEHICULAR CONCRETE PAVER	HERRINGBONE 4" x 8"
P3	CONCRETE PAVING SIDEWALK	-
P4	DECOMPOSED GRANITE	-
P5	TRUNCATED DOME CONCRETE PAVER	1' SQ.
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P7	CUT LIMESTONE PAVER	RANDOM ASHLER
P8	VEHICULAR CONCRETE DRIVEWAYS	-
P9	COURTYARD CONCRETE PAVERS, HERRINGBONE FIELD WITH DOUBLE SHOULDER COURSE BAND	4" x 8"
P10	CRUSHED LIMESTONE PAVING WITH CONCRETE BAND	-
P11	CONCRETE ADA RAMP	-
S1	CONCRETE STEPS	-

SITE AMENITY SCHEDULE

SYMBOL	DESCRIPTION	COMMENTS
SA1	METAL TREE GRATE WITH TREE GUARD	-
SA2	VEHICULAR METAL BOLLARD	-
SA3	SITE RETAINING WALLS	-
SA4	GUARDRAIL/HANDRAILS	-
SA5	WATER PLAY AREA WITH POP JETS	-
SA6	STATE STREET RESIDENTIAL POOL	-
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SA8	COURTYARD SHADE STRUCTURE	-
SA9	COURTYARD FIREPLACE	-
SA10	COURTYARD/PASEO WATER FEATURE	-
SA11	DOG PARK	-

1 PRELIMINARY LANDSCAPE PLAN - HARDSCAPE ENLARGEMENT
1" = 20'-0"

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San Francisco, CA 94104 / 415.956.0688

LOS ANGELES / 5837 Adams Blvd
Culver City, CA 90232 / 323.937.2150

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners
4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. DOYLE
LIC. NO. 1343
Signature
10-28-2021
DATE
Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - HARDSCAPE ENLARGEMENT

PROJECT NO.
19158
DATE
Jan 19, 2022

SHEET NUMBER
L1.5
C.U.P. APPLICATION

ORIGINAL SHEET SIZE 24" x 36"

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SITE AMENITY SCHEDULE

SYMBOL	DESCRIPTION	COMMENTS
SA1	METAL TREE GRATE WITH TREE GUARD	-
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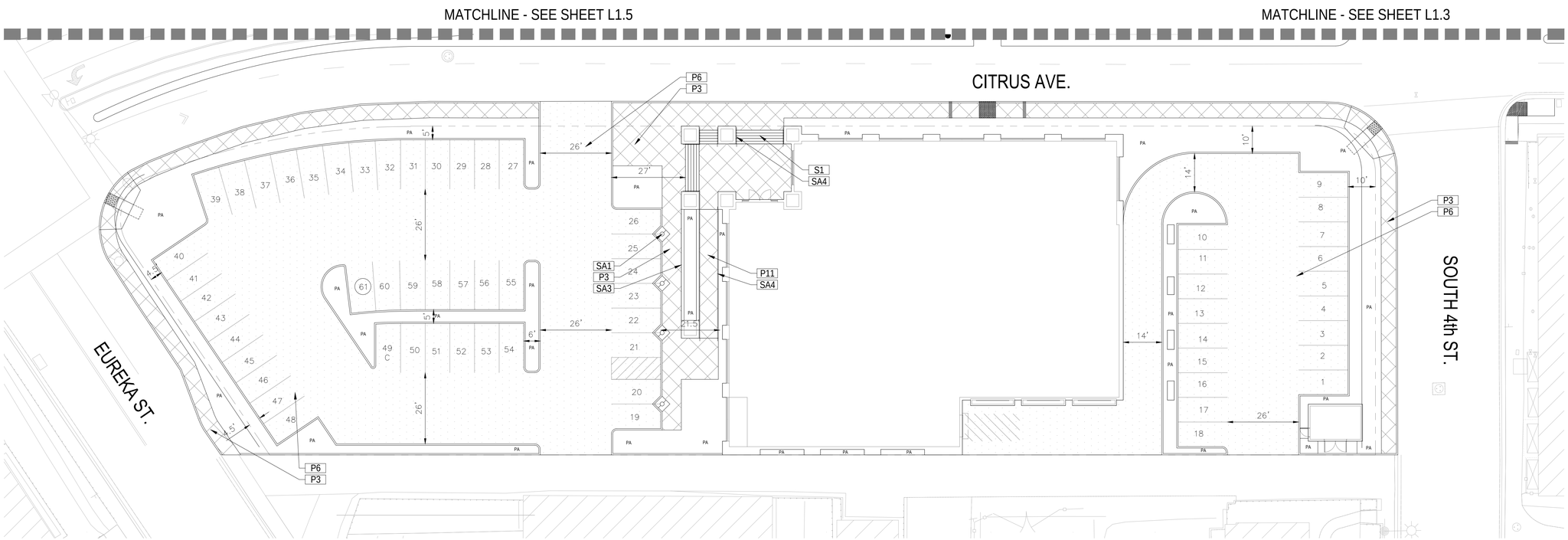
P10	CRUSHED LIMESTONE PAVING WITH CONCRETE BAND	-
P11	CONCRETE ADA RAMP	-
S1	CONCRETE STEPS	-



1 PRELIMINARY LANDSCAPE PLAN - HARDSCAPE ENLARGEMENT
1" = 20'-0"

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Culver City, CA 90232 / 323.937.2150

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. SCHULZ
LICENSE NO. 1547
SIGNATURE
10-28-2021
DATE
Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - HARDSCAPE ENLARGEMENT

PROJECT NO.
19158

DATE
Jan 19, 2022

SHEET NUMBER
L1.6

C.U.P. APPLICATION

ORIGINAL SHEET SIZE 24" x 36"

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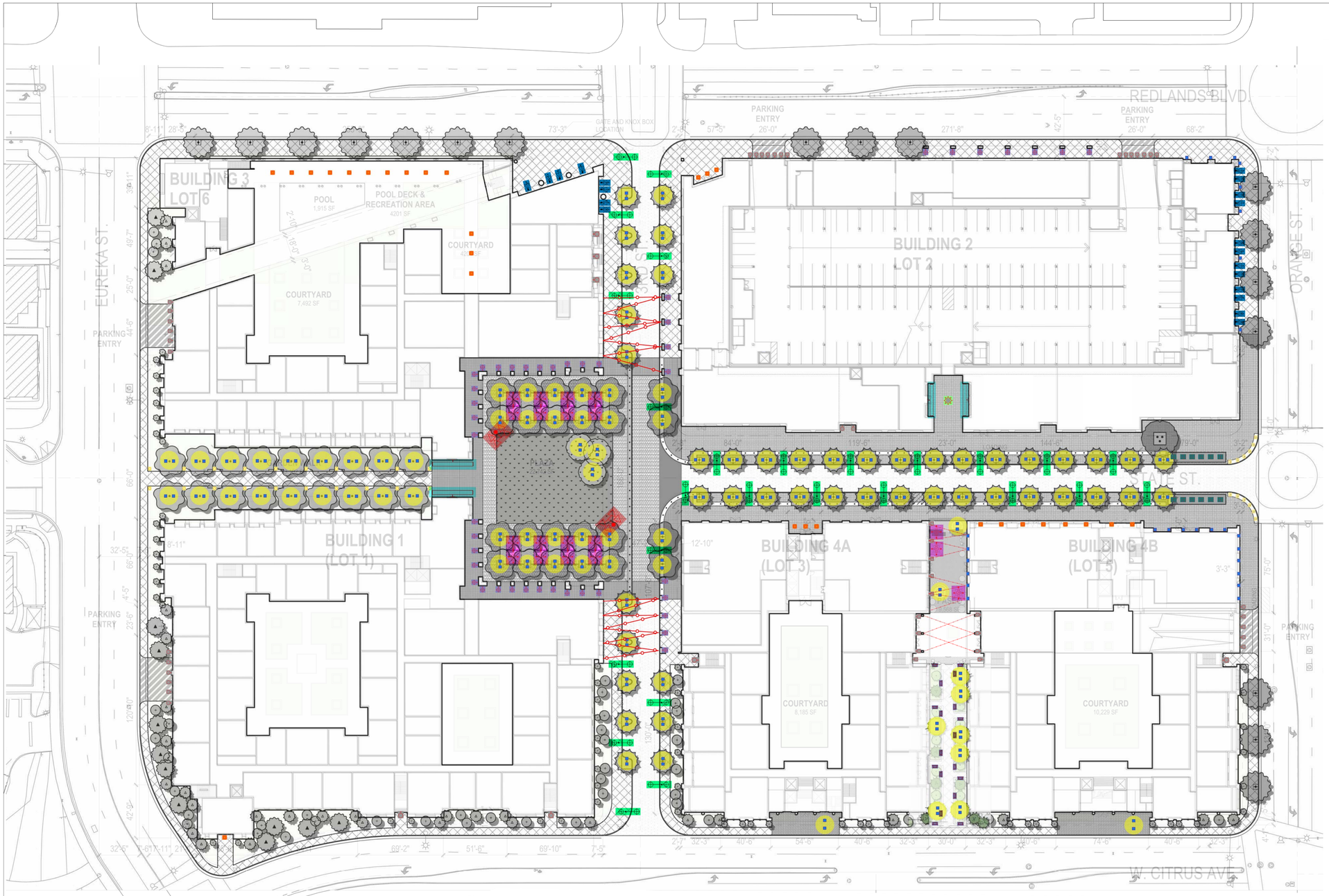

LIGHTING LEGEND:

- LIT BOLLARD FOR MAJOR INTERSECTIONS, GARDEN WALK AND PASEO
- INTERNAL STREET POLE - 2 HEADS ONE FOR ROADWAY AT 20' AND ONE FOR SIDEWALK AT 12'
- EVENT POLE AT PLAZA
- LIGHTS AT UMBRELLAS
- STEPLIGHTS AT PLANTER WALLS FOR PASEO
- CORNICE MOUNTED UPLIGHT FOR ARCH
- WALL MOUNTED DOWNLIGHT CYLINDER
- CANOPY MOUNTED BULLET DOWNLIGHT
- EXTERIOR RATED DOWNLIGHT
- UP/DOWN CYLINDER SCONCE FOR INSIDE ARCADES
- INGRADE UPLIGHT
- DECORATIVE EXTERIOR RATED CHANDELIER
- WATER FEATURE LIGHTING
- STRING LIGHTS

LIGHTING NOTES:

- ALL FIXTURES TO HAVE MAX COLOR TEMPERATURE OF 2700K WITH HIGH CRI
- RECEPTACLES TO BE PROVIDED AT BASE OF ALL TREES AT PERIMETER, STATE STREET, 3RD STREET AND PLAZA FOR SEASONAL LIGHTING
- LIGHTING AT RETAIL STORE SIGNAGE TO BE DETERMINED PER SIGNAGE VENDOR
- ALL RETAIL STORE FRONTS REQUIRE LIGHTING BEHIND THE GLASS THAT IS ON HOUSE POWER TO ILLUMINATE MERCHANDISE AND TO MAKE THE GLASS TRANSPARENT

1 SITE LIGHTING CONCEPT PLAN

1" = 40'-0"

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San Francisco, CA 94104 / 415.956.0688

LOS ANGELES / 5837 Adams Blvd
Culver City, CA 90232 / 323.937.2150

mithun.com

Studio K1
DESIGNING LIGHT

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER

PROJECT MANAGER

PROJECT ARCHITECT

PROJECT DESIGNER

PROJECT TEAM MEMBERS

CHECK

TITLE
SITE LIGHTING CONCEPT PLAN

PROJECT NO.
1921300

DATE
11.02.21

SHEET NUMBER
LT1.00

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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ORIGINAL SHEET SIZE 24

NOT FOR CONSTRUCTION



1 3RD STREET WEST ELEVATION 1

1/16" = 1'-0"



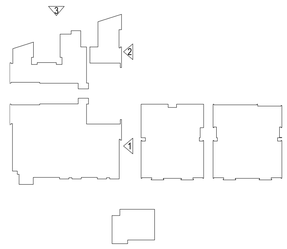
2 3RD STREET ELEVATION 2

2 3RD STREET ELEVATION 2



3 B6 REDLANDS ELEVATION

1/16" = 1'-0"



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LOS ANGELES / 5837 Adams Blvd
Culver City, CA 90232 / 323.937.2150

mithun.com

Studio k1
DESIGNING LIGHT

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER

PROJECT MANAGER

PROJECT ARCHITECT

PROJECT DESIGNER

PROJECT TEAM MEMBERS

CHECK

TITLE
LIGHTING CONCEPT ELEVATIONS

PROJECT NO.
1921300
DATE
11.02.21

SHEET NUMBER
LT3.01

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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ORIGINAL SHEET SIZE 24" x 36"

NOT FOR CONSTRUCTION

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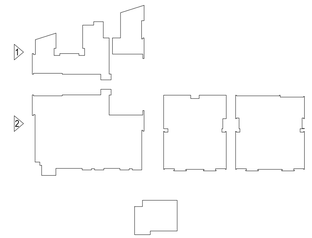
1 EUREKA STREET ELEVATION 1
1/16" = 1'-0"



2 EUREKA STREET ELEVATION 2
1/16" = 1'-0"



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Studio K1
DESIGNING LIGHT

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER

PROJECT MANAGER

PROJECT ARCHITECT

PROJECT DESIGNER

PROJECT TEAM MEMBERS

CHECK

TITLE
LIGHTING CONCEPT ELEVATIONS

PROJECT NO.
1921300

DATE
11.02.21

SHEET NUMBER
LT3.02

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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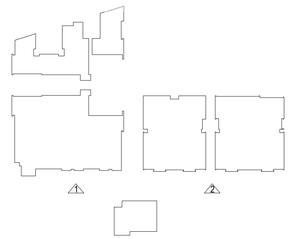
1 B1 CITRUS ELEVATION
1/16" = 1'-0"

1 1/16" = 1'-0"



2 B4 CITRUS ELEVATION
1/16" = 1'-0"



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PROJECT
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LOCATION
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PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER

PROJECT MANAGER

PROJECT ARCHITECT

PROJECT DESIGNER

PROJECT TEAM MEMBERS

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TITLE
LIGHTING CONCEPT ELEVATIONS

PROJECT NO.
1921300

DATE
11.02.21

SHEET NUMBER
LT3.03

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1 B4B ORANGE ELEVATION

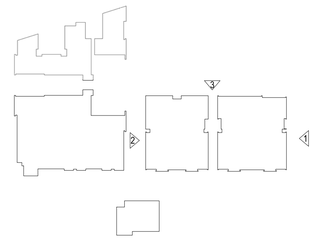
1 B4B ORANGE ELEVATION



2 B4A 3RD ST ELEVATION
1/16" = 1'-0"



3 B4 STATE ST
1/16" = 1'-0"



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Studio K1
DESIGNING LIGHT

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER

PROJECT MANAGER

PROJECT ARCHITECT

PROJECT DESIGNER

PROJECT TEAM MEMBERS

CHECK

TITLE
LIGHTING CONCEPT ELEVATIONS

PROJECT NO.
1921300

DATE
11.02.21

SHEET NUMBER
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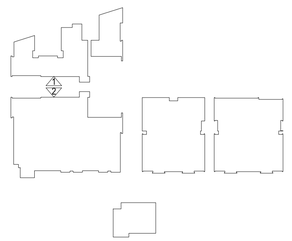
1 STATE STREET PROMENADE NORTH ELEVATION

1 STATE STREET PROMENADE NORTH ELEVATION



2 STATE STREET PROMENADE SOUTH ELEVATION
1/16" = 1'-0"



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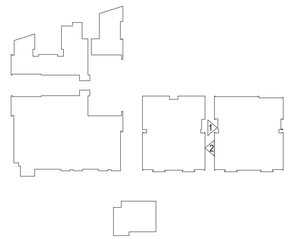
1 B4 PASEO EAST ELEVATION
1/16" = 1'-0"



2 B4A PASEO WEST ELEVATION
1/16" = 1'-0"



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PROJECT
STATE STREET VILLAGE

LOCATION
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PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER

PROJECT MANAGER

PROJECT ARCHITECT

PROJECT DESIGNER

PROJECT TEAM MEMBERS

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TITLE
LIGHTING CONCEPT ELEVATIONS

PROJECT NO.
1921300

DATE
11.02.21

SHEET NUMBER
LT3.06

CONDITIONAL USE PERMIT NO. 1155 & 1156
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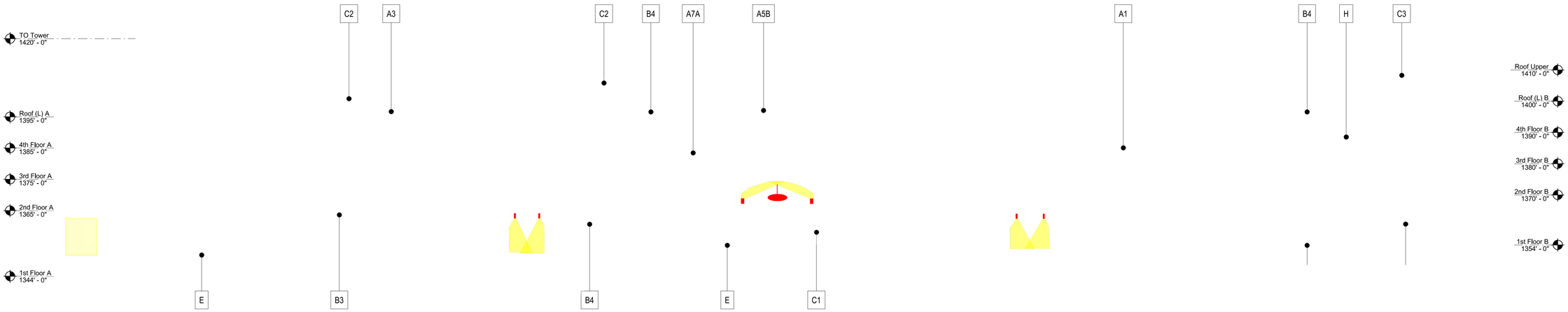


1 B2 STATE STREET ELEVATION

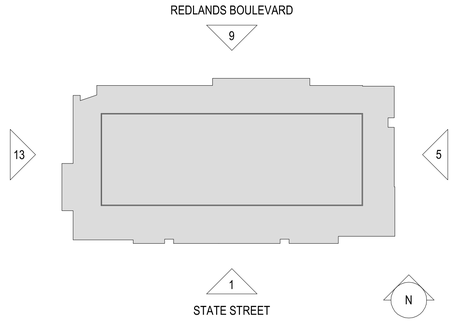
1/16" = 1'-0"



5 B2 ORANGE STREET ELEVATION

1/16" = 1'-0"

Key Plan



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Owner

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PROJECT ARCHITECT

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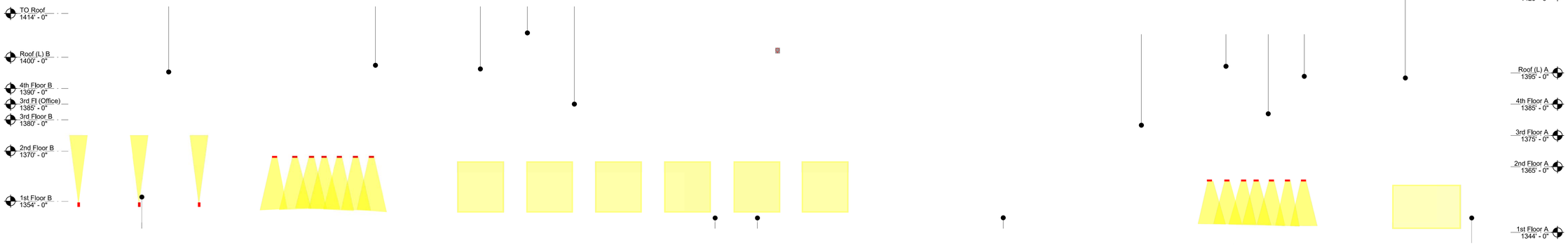


9 B2 REDLANDS BOULEVARD ELEVATION

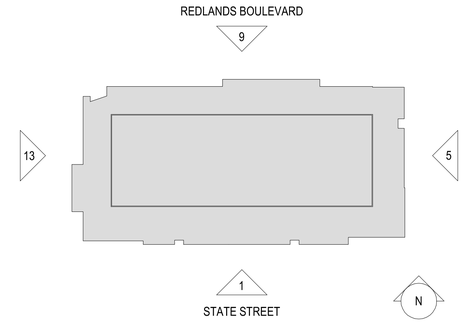
1/16" = 1'-0"



13 B2 3RD STREET ELEVATION

1/16" = 1'-0"

Key Plan



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Village Partners
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DESIGN PARTNER

PROJECT MANAGER

PROJECT ARCHITECT

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PROJECT NO.
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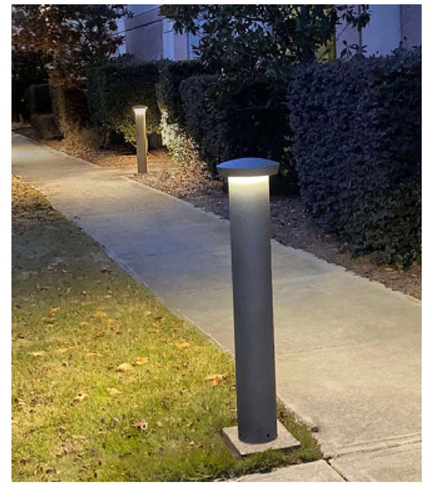
CORNICE MOUNTED UPLIGHT FOR ARCH





EV E AT PLAZA

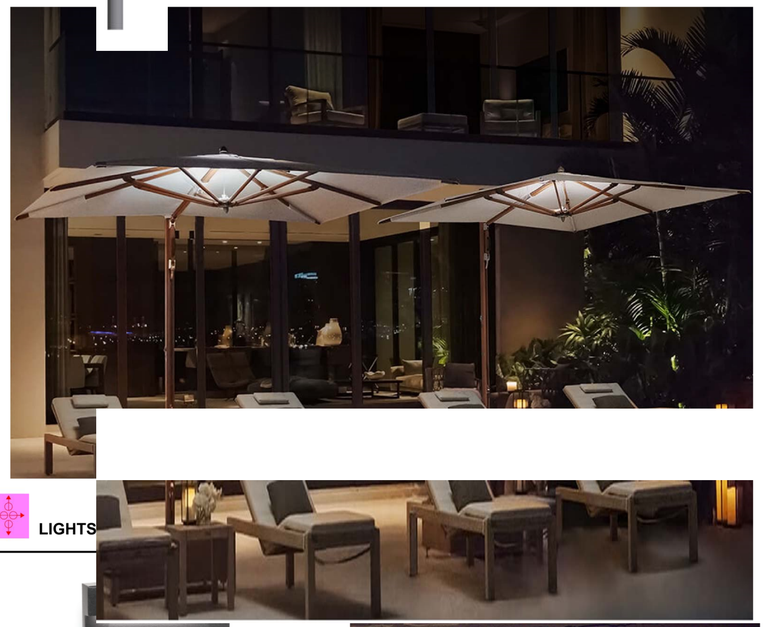




LIT BOLLARD FOR MAJOR INTERSECTIONS, GARDEN WALK AND PASEO



WALL MOUNTED DOWNLIGHT CYLINDER



LIGHTS



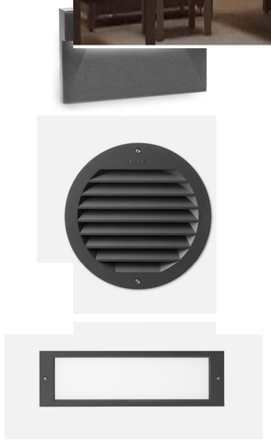








CANOPY MOUNTED BULLET DOWNLIGHT





STEPLIGHTS AT PLANTER WALLS FOR PASEO





INTERNAL STREET POLE - 2 HEADS ONE FOR ROADWAY AT 20' AND ONE FOR SIDEWALK AT 12'

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Studio K1
DESIGNING LIGHT

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER

PROJECT MANAGER

PROJECT ARCHITECT

PROJECT DESIGNER

PROJECT TEAM MEMBERS

CHECK

TITLE
LIGHTING FIXTURE IMAGES

PROJECT NO.
1921300

DATE
11.02.21

SHEET NUMBER
LT4.01

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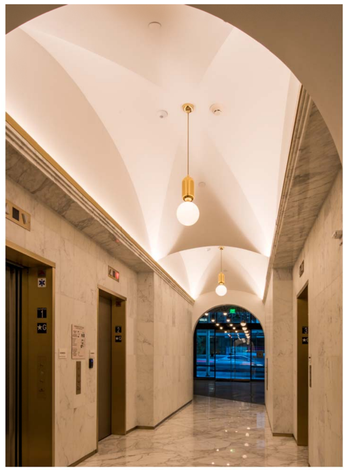
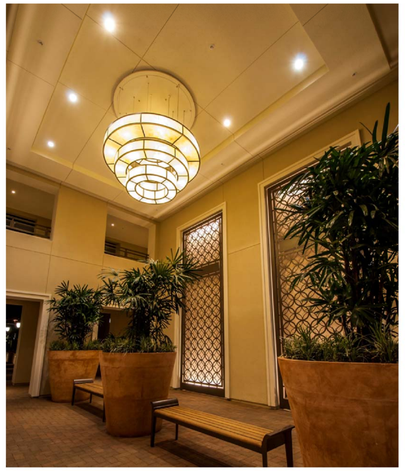
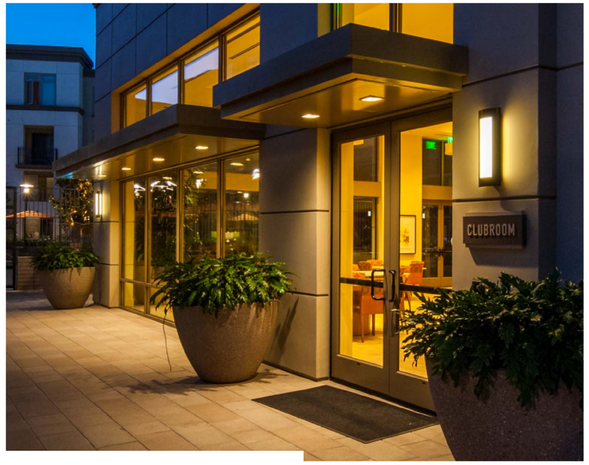




DECORATIVE EXTERIOR RATED CHANDELIER



EXTERIOR RATED DOWNLIGHT

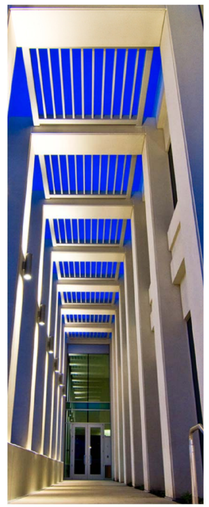




WATER FEATURE LIGHTING

EXTERIOR RATED DOWNLIGHT





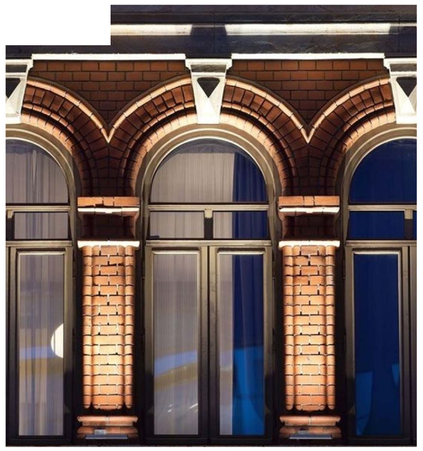
UP/DOWN CYLINDER S E ARCADES





STRING LIGHTS





INGRADE UPLIGHT

MITHŪN

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LOS ANGELES / 5837 Adams Blvd
Culver City, CA 90232 / 323.937.2150

mithun.com

Studio K1
DESIGNING LIGHT

PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR
Village Partners

NO.	DATE	REVISION

DESIGN PARTNER

PROJECT MANAGER

PROJECT ARCHITECT

PROJECT DESIGNER

PROJECT TEAM MEMBERS

CHECK

TITLE
LIGHTING FIXTURE IMAGES

PROJECT NO.
1921300

DATE
11.02.21

SHEET NUMBER
LT4.02

CONDITIONAL USE PERMIT NO. 1155 & 1156
COMMISSION REVIEW & APPROVALS 933 & 934

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ORIGINAL SHEET SIZE 24" x 36"

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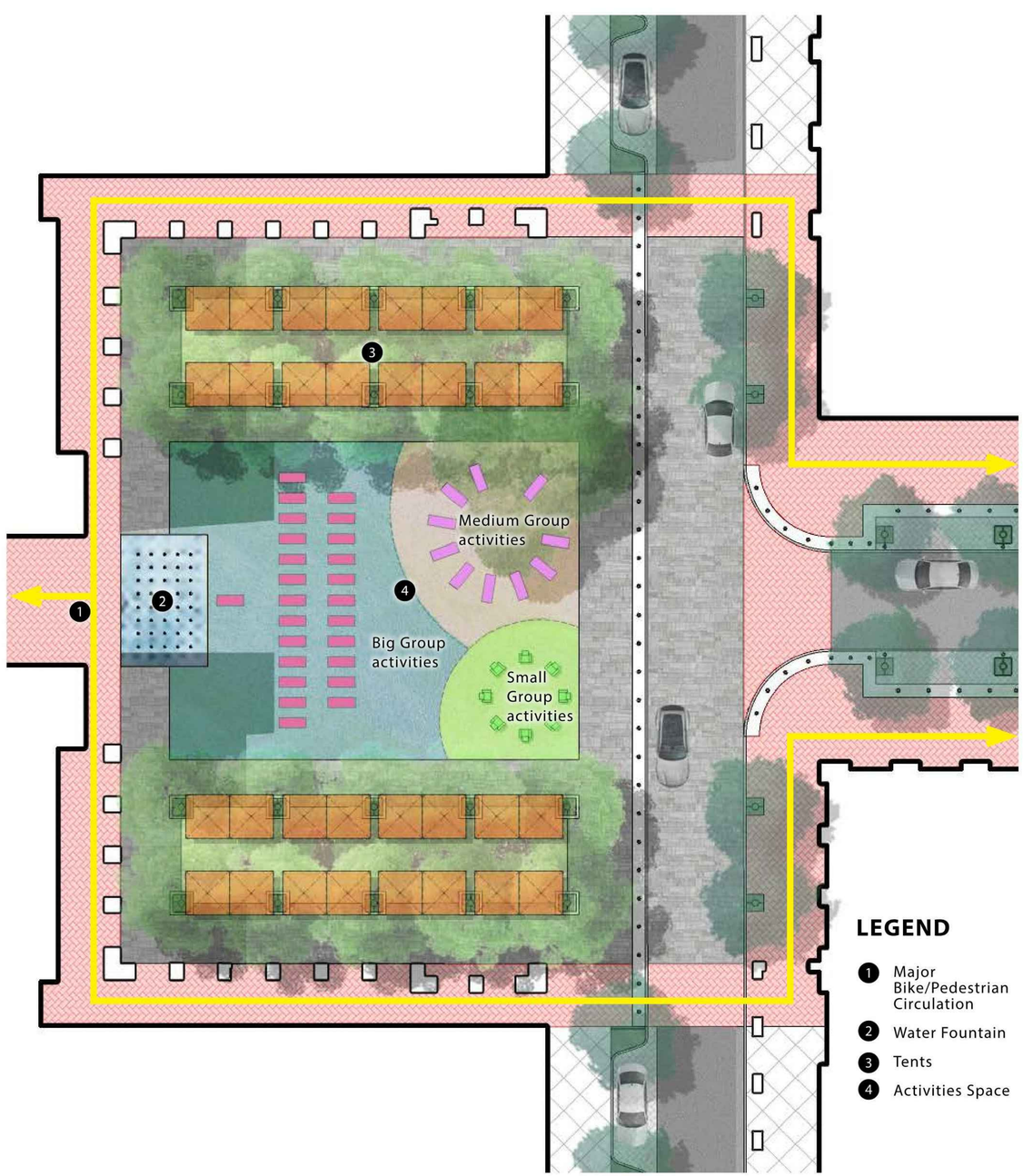
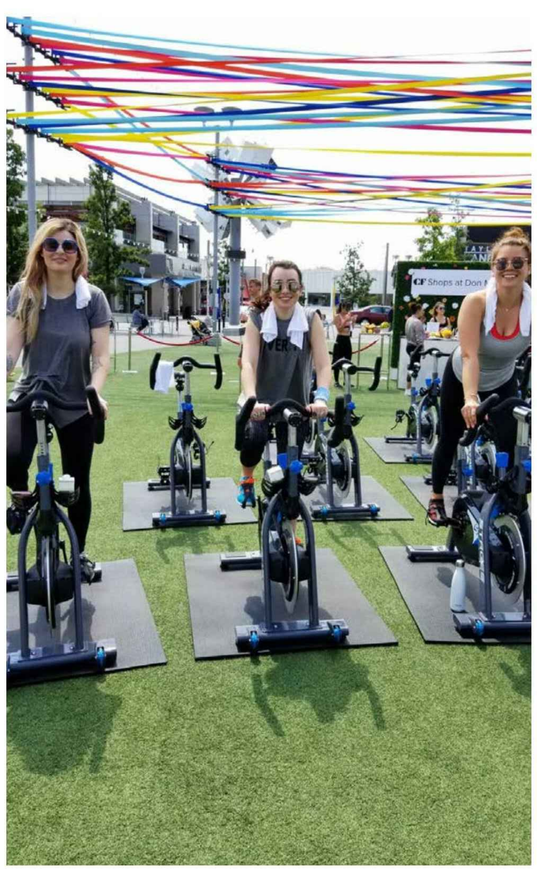


LEGEND

1. Major Bike/Pedestrian Circulation
2. Water Fountain
3. Tents
4. Activities Space

1 PLAZA DIAGRAM - WELLNESS
N.T.S.











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Culver City, CA 90232 / 323.937.2150

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. SCHULZ
LICENSE NO. 1547
SIGNATURE
10-28-2021
DATE
Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
PRELIMINARY LANDSCAPE PLAN - PLAZA DIAGRAMS

PROJECT NO.
19158

DATE
Jan 19, 2022

SHEET NUMBER
L5.1

C.U.P. APPLICATION

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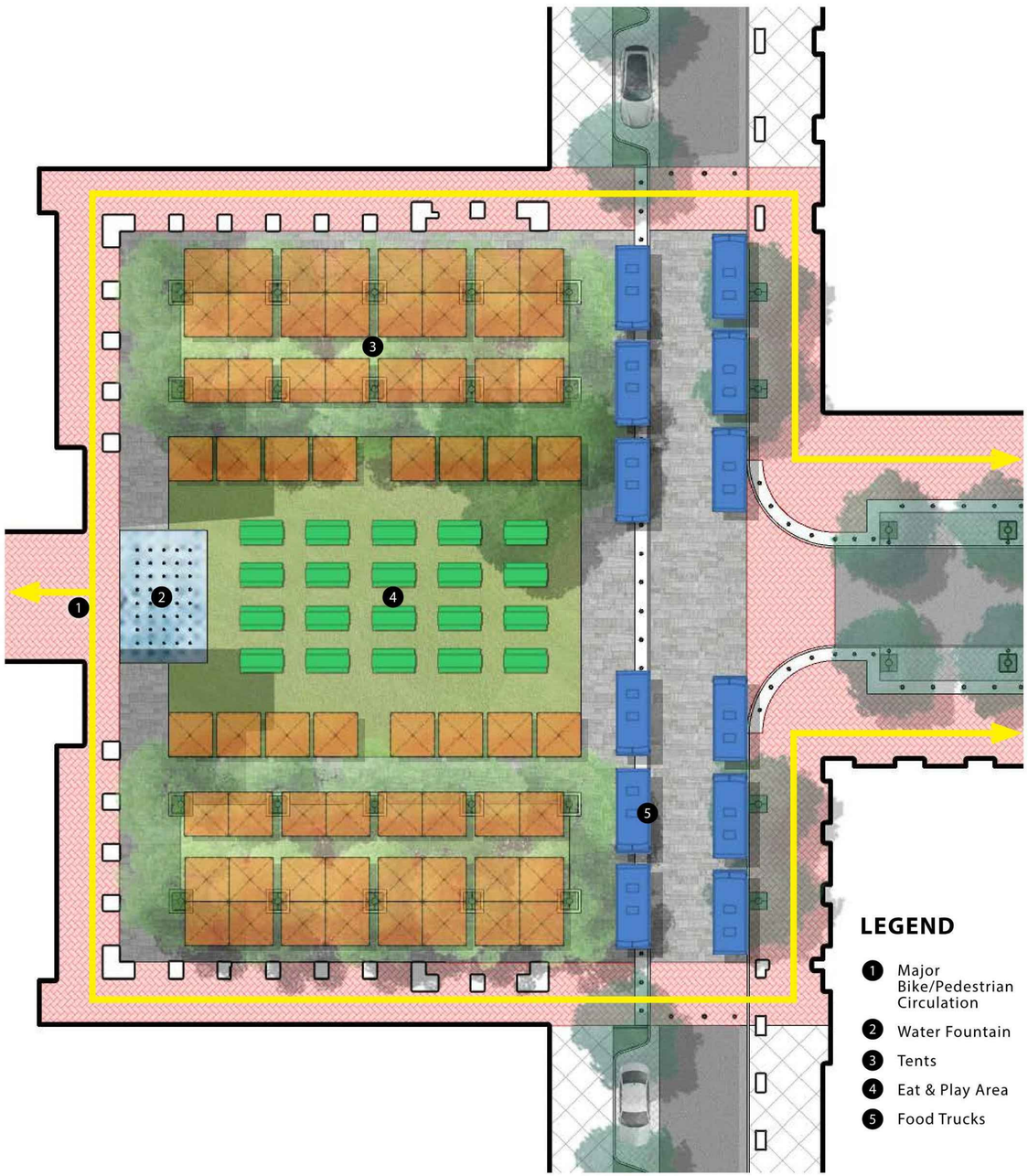

LEGEND

1. Major Bike/Pedestrian Circulation
2. Water Fountain
3. Tents
4. Eat & Play Area
5. Food Trucks

2 PLAZA DIAGRAM - MARKET
N.T.S.











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PROJECT
STATE STREET VILLAGE

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STATE OF CALIFORNIA

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DATE
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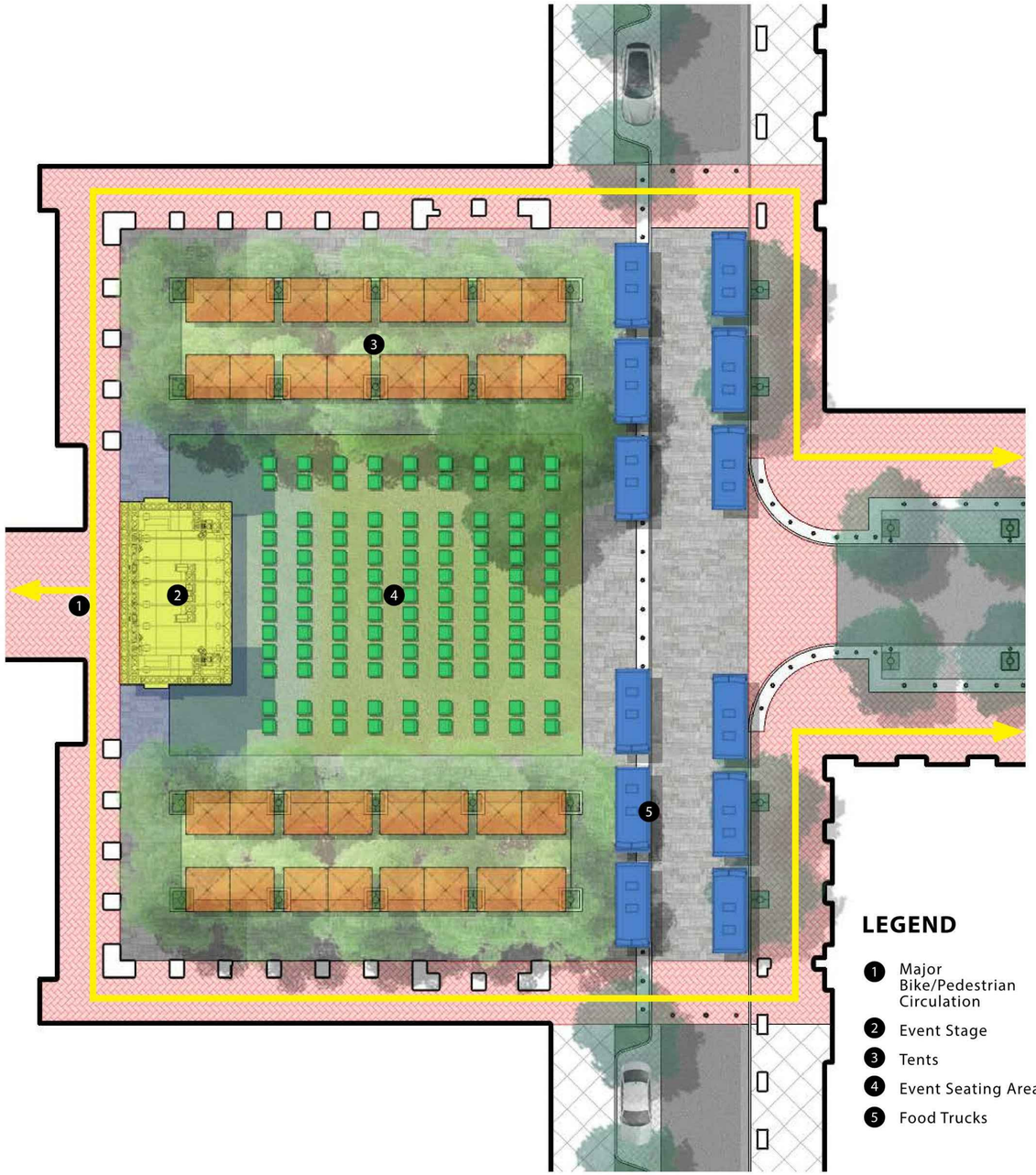


LEGEND

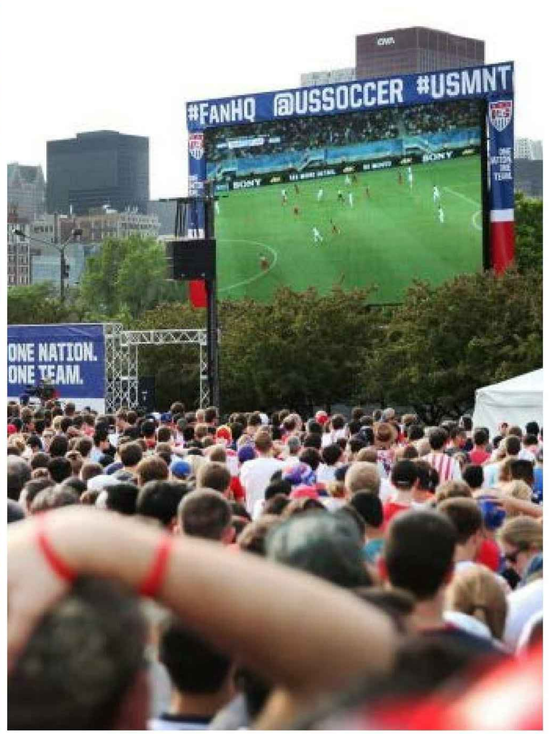
1. Major Bike/Pedestrian Circulation
2. Event Stage
3. Tents
4. Event Seating Area
5. Food Trucks











3 PLAZA DIAGRAM - ENTERTAINMENT
N.T.S.

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

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Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
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LICENSE NO. 1547
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STATE OF CALIFORNIA

TITLE
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PROJECT NO.
19158

DATE
Jan 19, 2022

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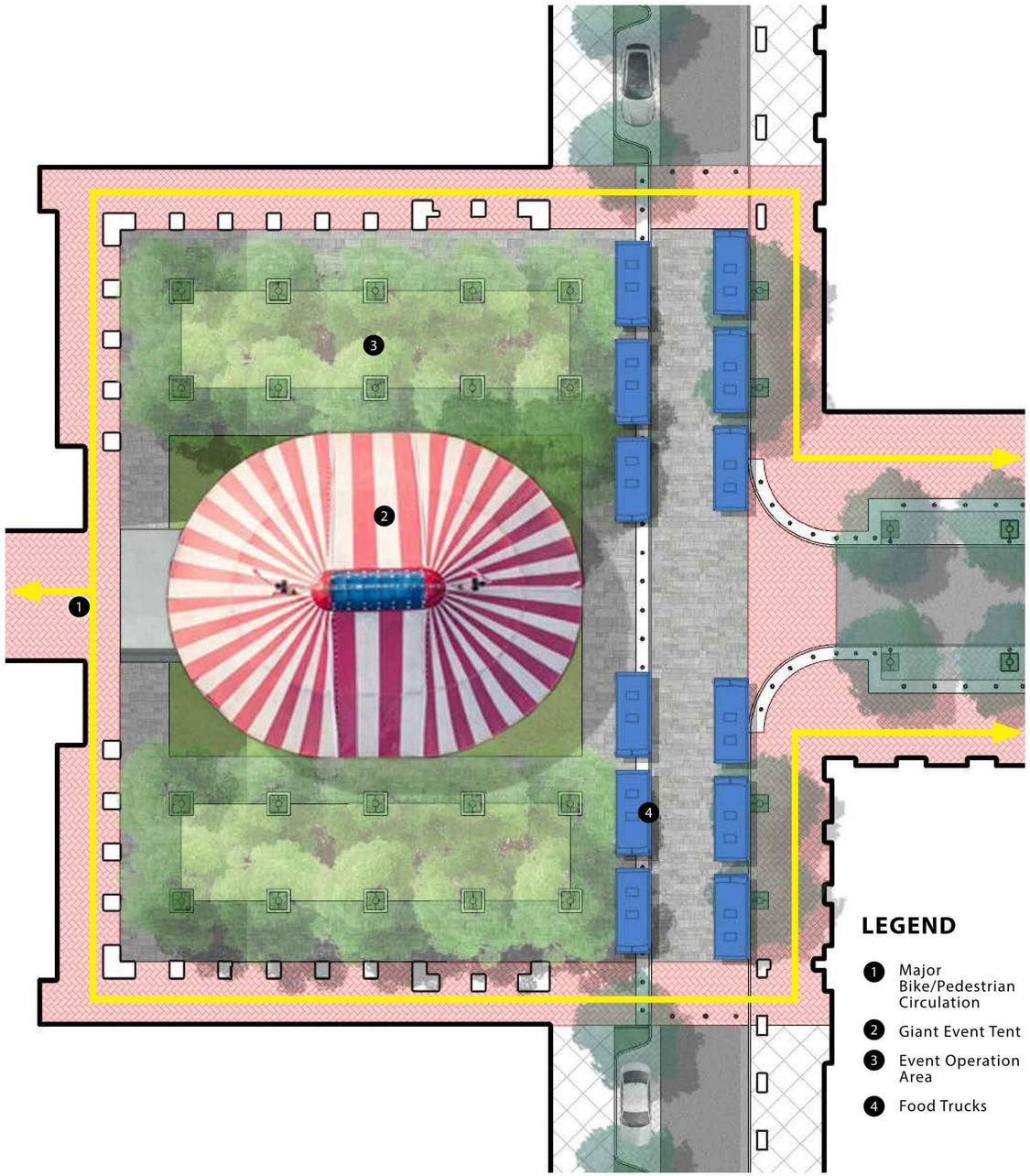
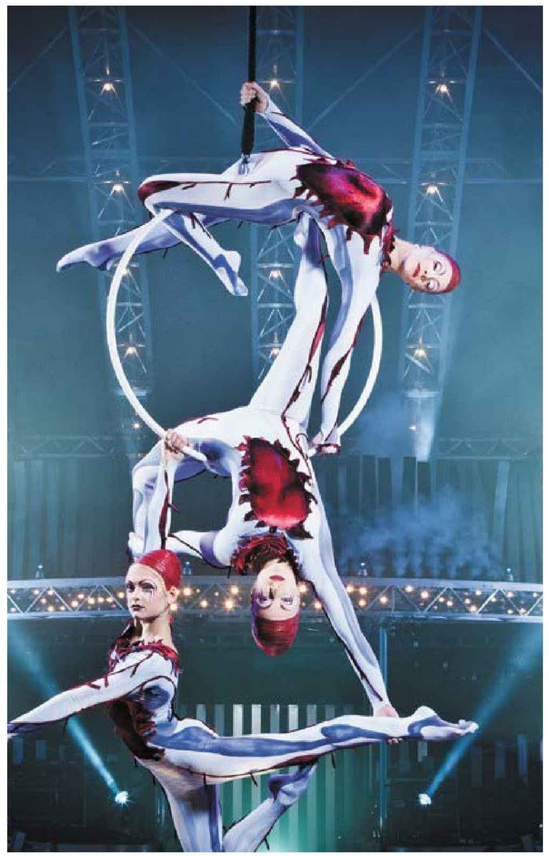


LEGEND

1. Major Bike/Pedestrian Circulation
2. Giant Event Tent
3. Event Operation Area
4. Food Trucks











4 PLAZA DIAGRAM - SEASONAL EVENT
N.T.S.

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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

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Newport Beach, CA 92660

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. SCHULZ
LICENSE NO. 1547
SIGNATURE
10-28-2021
DATE
Exp. 01-31-23
STATE OF CALIFORNIA

TITLE
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PROJECT NO.
19158

DATE
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SHEET NUMBER
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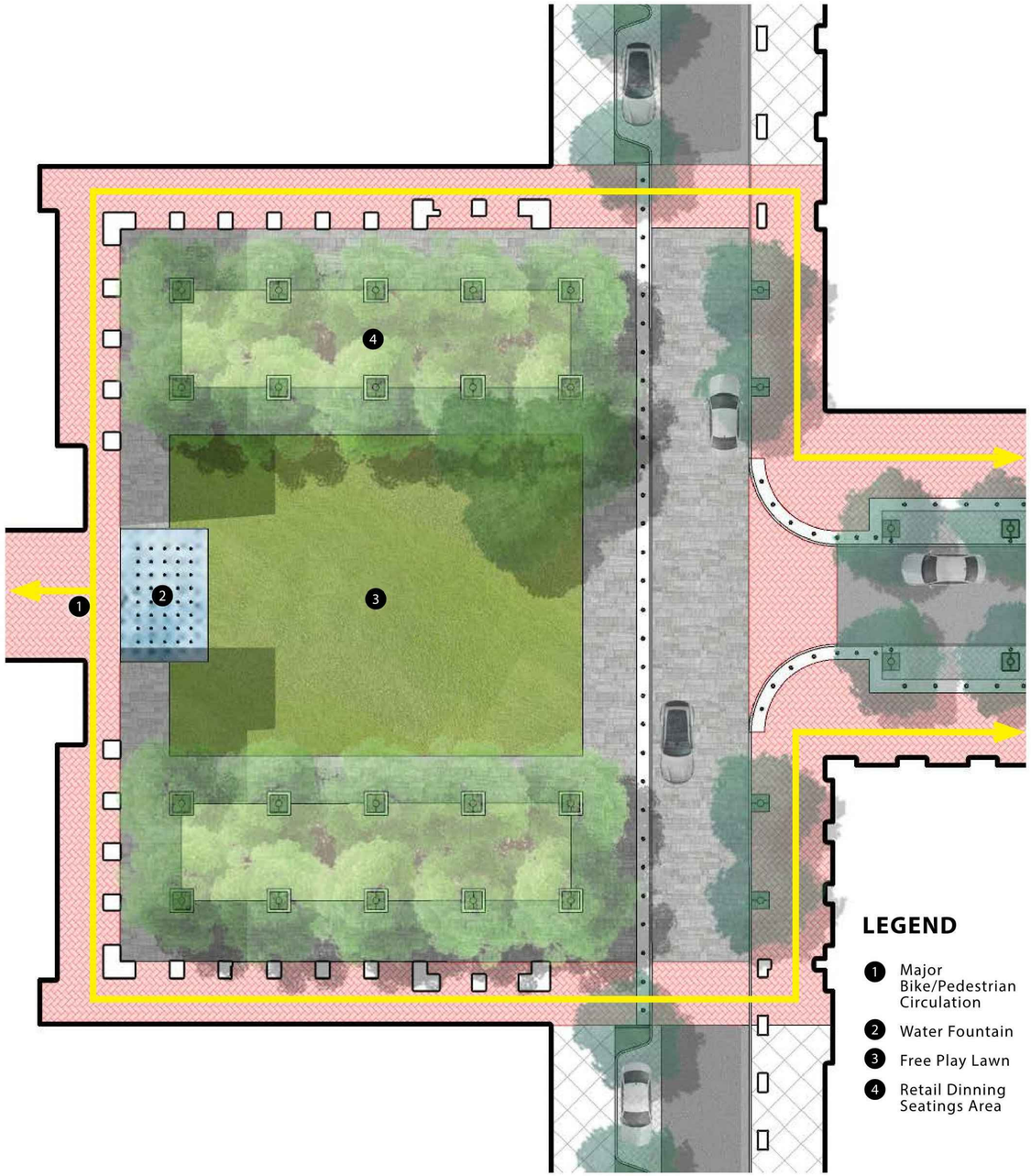
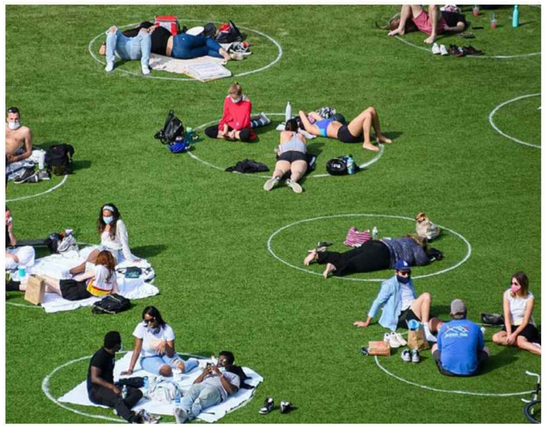


LEGEND

1. Major Bike/Pedestrian Circulation
2. Water Fountain
3. Free Play Lawn
4. Retail Dinning Seatings Area

5 PLAZA DIAGRAM - FREE PLAY
N.T.S.











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PROJECT
STATE STREET VILLAGE

LOCATION
Redlands, CA

PREPARED FOR

Village Partners

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REGISTERED LANDSCAPE ARCHITECT
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TITLE
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PROJECT NO.
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DATE
Jan 19, 2022

SHEET NUMBER
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6 OFFSITE STRIPING CONCEPT
1" = 40'-0"

LEGEND

- EXISTING INTERMITTENT 2 HOUR PARKING
- LOADING SPACE
- SIDEWALK

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Culver City, CA 90232 / 323.937.2150

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PROACTIVE ENGINEERING CONSULTANTS
200 South Main Street, Suite 300
Corona, CA 92882 (951) 280-3300

PROJECT
STATE STREET VILLAGE
VTTM 20425

LOCATION
REDLANDS, CA

PREPARED FOR
Village Partners
4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

REGISTERED PROFESSIONAL ENGINEER
SCOTT P. GILBERT
NO. 65194
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED
UNDER THE SUPERVISION OF:

SCOTT P. GILBERT
R.C.E. #65194

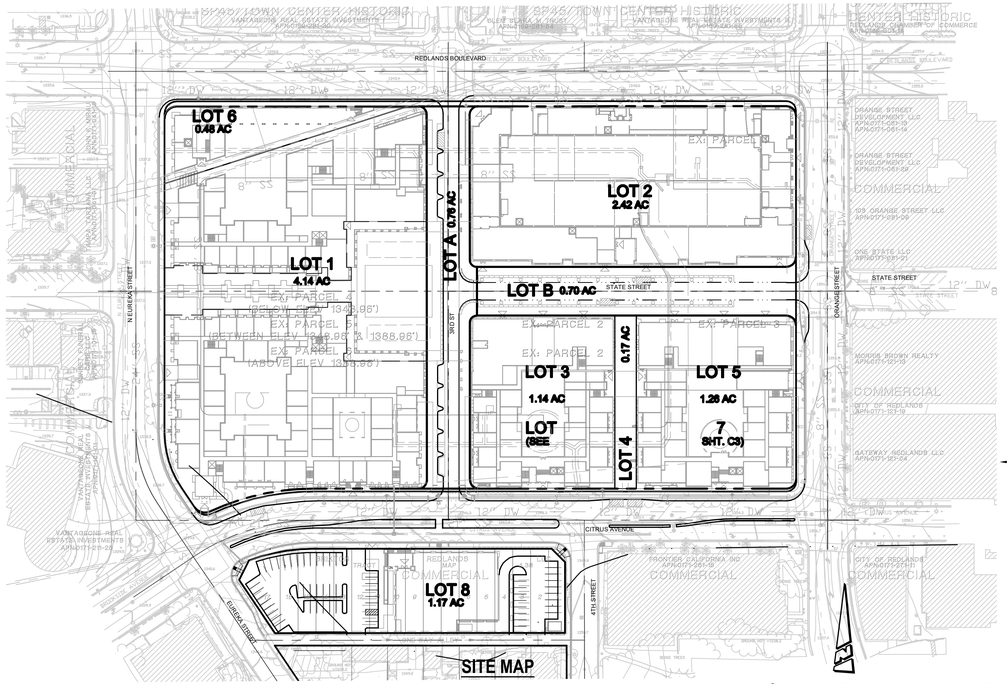
DATE

TITLE
OFFSITE STRIPING

PROJECT NO.
10.086.000
DATE
01/20/2022

SHEET NUMBER
C.06
C.U.P. APPLICATION

VESTING TENTATIVE TRACT MAP #20425



100 0 100 200 300

LEGEND

- 2365 — EXISTING CONTOUR
- 234.5 FS — PROPOSED ELEVATION
- (234.5) FS — EXISTING ELEVATION
- 1.0% — PROPOSED GRADE
- 80 — PROPOSED LOT NUMBER
- PROPOSED SLOPE (2: 1 MAX.) UNLESS NOTED OTHERWISE
- STREET CENTERLINE
- TRACT BOUNDARY
- RIGHT OF WAY
- DAYLIGHT
- PROPOSED INFILTRATION CHAMBERS
- PROPOSED PLANTER BOX
- PUBLIC ACCESS EASEMENT
- PRIVATE PATIO EASEMENT
- PRIVATE ARCADE EASEMENT
- EXISTING STREET LIGHTS

ABBREVIATIONS

FL	FLOW LINE	PIP	PROTECT IN PLACE
TC	TOP OF CURB	BVC	BEGIN VERTICAL CURVE
FS	FINISHED SURFACE	EVC	END VERTICAL CURVE
FG	FINISHED GRADE	MVC	MIDDLE OF VERTICAL CURVE
GB	GRADE BREAK	BC	BEGINNING OF CURVE
HP	HIGH POINT	MOC	MIDDLE OF CURVE
LP	LOW POINT	EC	END OF CURVE
EP	EDGE OF PAVEMENT	BSL	BUILDING SETBACK LINE
TW	TOP OF WALL	EX	EXISTING
TF	TOP OF FOOTING	PR	PROPOSED
EG	EXISTING GROUND	APN	ASSESSORS PARCEL NUMBER
RW	RETAINING WALL	DW	DOMESTIC WATER
PL	PROPERTY LINE	F	FIRE WATER
R/W	RIGHT-OF-WAY	SS	SANITARY SEWER
FDC	FIRE DEP. CONNECTION	SD	STORM DRAIN
FSR	FIRE SERVICE RISER	PR	PROPOSED
DTG	DRAINS TO GARAGE	[FB]	PROPOSED FLOOD BARRIER

PUBLIC UTILITY COMPANIES

SEWER:
CITY OF REDLANDS
P.O. BOX 6905
REDLANDS, CA 92375-0903
(909) 798-7516

WATER:
CITY OF REDLANDS
P.O. BOX 6905
REDLANDS, CA 92375-0903
(909) 798-7516

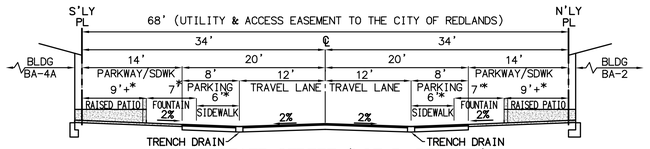
ELECTRIC:
SOUTHERN CALIFORNIA EDISON
287 TENNESSEE STREET
REDLANDS, CA 92373
(909) 307-6731

GAS:
SOUTHERN CALIFORNIA GAS
1981 W. LUGONIA AVENUE
REDLANDS, CA 92374-9720
(800) 427-2200

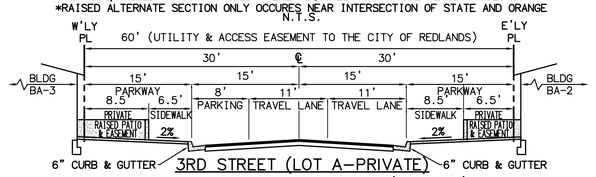
CABLE:
TIME WARNER CABLE
1722 ORANGE TREE LANE
REDLANDS, CA 92373
(909) 793-2321

TELEPHONE:
VERIZON INC.
1500 CRAFTON AVENUE
MENTONE, CA 92359
(909) 794-8210

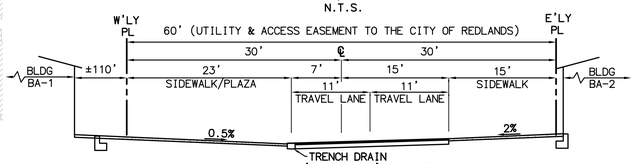
1 CIVIL TITLE AND DETAIL SHEET
1" = 100'-0"



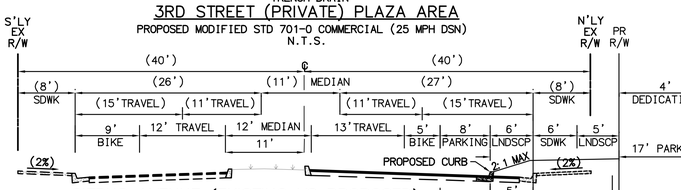
WEST STATE STREET (LOT B–PRIVATE)
PROPOSED MODIFIED STD 701-0 COMMERCIAL (0" CURB - 25 MPH DSN)
STAIRS/RAISED PATIO PROVIDED WHERE REQUIRED TO PROVIDE FLOOD PROTECTION
*RAISED ALTERNATE SECTION ONLY OCCURES NEAR INTERSECTION OF STATE AND ORANGE
N.T.S.



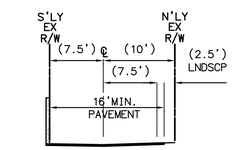
3RD STREET (LOT A–PRIVATE)
PROPOSED MODIFIED STD 701-0 COMMERCIAL (25 MPH DSN)
RAISED PATIOS PROVIDED WHERE REQUIRED TO PROVIDE FLOOD PROTECTION
N.T.S.



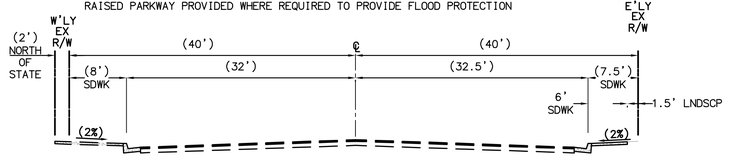
3RD STREET (PRIVATE) PLAZA AREA
PROPOSED MODIFIED STD 701-0 COMMERCIAL (25 MPH DSN)
N.T.S.



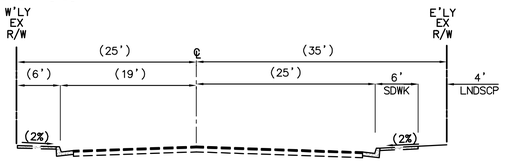
CITRUS AVENUE (EXISTING VS PROPOSED)
EXISTING 80' R/W (MODIFIED STD 710-0) - SEE NOTE 20
*LOADING ONLY OCCURS NEAR BUILDING MAIN ENTRANCES
RAISED PARKWAY PROVIDED WHERE REQUIRED TO PROVIDE FLOOD PROTECTION



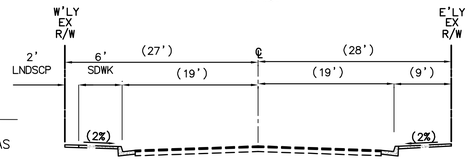
CVS ALLEY (ONE WAY)



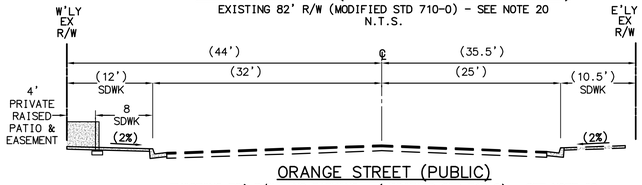
EUREKA STREET (NORTH OF CITRUS–PUBLIC)
EXISTING 82' R/W (MODIFIED STD 710-0) - SEE NOTE 20
N.T.S.



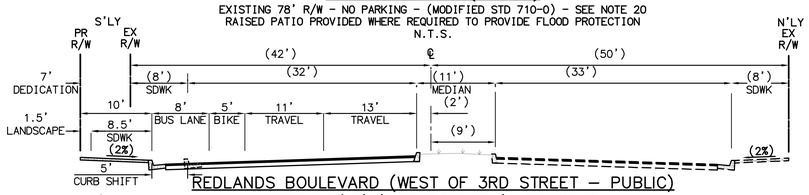
EUREKA STREET (SOUTH OF CITRUS – PUBLIC)
EXISTING 60' R/W (MODIFIED STD 710-0) - SEE NOTE 20
N.T.S.



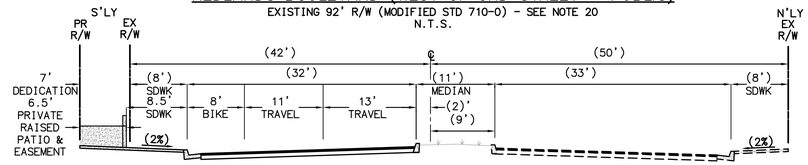
4TH STREET (PUBLIC)
EXISTING 55' R/W (MODIFIED STD 710-0) - SEE NOTE 20
N.T.S.



ORANGE STREET (PUBLIC)
EXISTING 78' R/W - NO PARKING - (MODIFIED STD 710-0) - SEE NOTE 20
RAISED PATIO PROVIDED WHERE REQUIRED TO PROVIDE FLOOD PROTECTION
N.T.S.



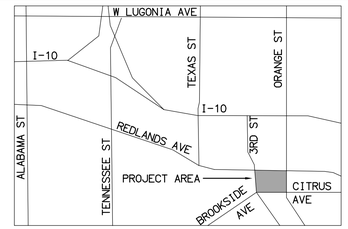
REDLANDS BOULEVARD (WEST OF 3RD STREET – PUBLIC)
EXISTING 92' R/W (MODIFIED STD 710-0) - SEE NOTE 20
N.T.S.



REDLANDS BOULEVARD (EAST OF 3RD STREET–PUBLIC)
EXISTING 92' R/W (MODIFIED STD 710-0) - SEE NOTE 20
RAISED PATIO PROVIDED WHERE FLOOD PROTECTION IS REQUIRED
N.T.S.

OWNERSHIP AND MAINTENANCE RESPONSIBILITY

LOT / STREET	RESPONSIBLE PARTY
3RD STREET EXTENSION (LOT A)	PRIVATE ENTITY
STATE STREET EXTENSION (LOT B)	PRIVATE ENTITY
LOT 1	PRIVATE ENTITY
LOT 2	PRIVATE ENTITY
LOT 3	PRIVATE ENTITY
LOT 4	PRIVATE ENTITY
LOT 5	PRIVATE ENTITY
LOT 6	PRIVATE ENTITY
LOT 7	PRIVATE ENTITY
LOT 8	PRIVATE ENTITY



VICINITY MAP
N.T.S.

CIVIL SHEET INDEX

TITLE & DETAIL SHEET	C.01
TENTATIVE TRACT MAP	C.02
TENTATIVE TRACT MAP	C.03
CONCEPTUAL GRADING	C.04
SITE PLAN	C.05
OFFSITE STRIPING	C.06

APPLICANT

VPV STATE STREET VILLAGE, LLC
4340 VON KARMAN AVE, SUITE 110
NEWPORT BEACH, CA 92660
(949) 478-1450 | MICHAEL MORRIS

CIVIL ENGINEER & SURVEYOR

PROACTIVE ENGINEERING CONSULTANTS INC.
200 S. MAIN STREET, SUITE 300
CORONA, CA 92882
(951) 280-3300 | SCOTT GILBERT

GEOTECHNICAL ENGINEER

TERRACON CONSULTANTS
1355 E. COOLEY DR.
COLTON, CA 92324
(909) 824-7311 | ALI TABATABAEI

LANDSCAPE ARCHITECT

IMA DESIGN
5281 CALIFORNIA AVE
IRVINE, CA 92617
(949) 954-7525 | WILLIAM F. SCHULZ

AERIAL TOPOGRAPHY

VERTICAL MAPPING RESOURCES
941 ORANGE AVENUE, SUITE 126
CORONADO, CA 92118
(619) 425-1200
DATE OF AERIAL: NOVEMBER 2017
CONTOUR INTERVAL: 1 FT

GENERAL NOTES

1. VESTING TENTATIVE TRACT MAP FOR CONDOMINIUM PURPOSES
2. TOTAL PROJECT AREA:
   2.1. GROSS AREA: 12.25 AC (DEVELOPMENT AC)
   2.2. NET AREA: 10.78 AC
3. PROJECT CONSISTS OF THE FOLLOWING APNS:
   3.1. MALL SITE APN: 0171-053-01 THRU 06
   3.2. CVS SITE APN: 0171-251-06 THRU 10
4. NUMBER OF PROPOSED LOTS: 8
5. EXISTING & PROPOSED ZONING: C-3 COMMERCIAL (CUP FOR RESIDENTIAL)
6. EXISTING USE: VACANT MALL
7. PROPOSED USE: MIXED USE COMMERCIAL AND RESIDENTIAL UNITS
8. REQUIRED LANDSCAPE AREA: SEE LANDSCAPE SHEETS
9. PROVIDED LANDSCAPE AREA: SEE LANDSCAPE SHEETS
10. LANDSCAPE LOTS/PARCELS: NONE
11. LOT COVERAGE OF PLANNED STRUCTURES: SEE ARCHITECTURAL SHEET
12. ALL STRUCTURES, IMPROVEMENTS, TREES AND LANDSCAPE WITHIN AND FRONTING THE SUBJECT PROPERTY IS TO BE REMOVED AND REPLACED UNLESS NOTED AS PROTECT IN PLACE.
13. FEMA MAP #06071C8716H DATED 8/28/2008
    ZONE DESIGNATION AO (DEPTH OF 1 FT) | PANEL 8716 OF 9400
14. EASEMENTS AND RIGHTS OF RECORD PER PRELIMINARY TITLE REPORT PREPARED BY FIRST AMERICAN TITLE COMPANY DATED MARCH 18, 2021 REPORT #NCS-947677-SD
15. ALL EXISTING EASEMENTS TO BE ABANDONED UNLESS OTHERWISE NOTED.
16. SEE ARCHITECTURAL SHEETS FOR PROVIDED PARKING
17. SEE ARCHITECTURAL SHEETS FOR RESIDENTIAL UNIT COUNT AND COMMERCIAL/RETAIL AREA INFORMATION
18. SEE LANDSCAPE ARCHITECT PACKAGE FOR LANDSCAPE AREA AND INFORMATION
19. MINIMUM FIRE FLOW IS 4,000 GPM AT 20 PSI FOR 4 HOURS
20. SURROUNDING STREETS ADJACENT TO THE PROJECT TO BE RESTORED ON BOTH SIDES AFTER CONSTRUCTION TO THE SATISFACTION OF THE CITY

BASIS OF BEARING

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF REDLANDS BOULEVARD HAVING A BEARING OF NORTH 89°59'05" EAST, PER PARCEL MAP NO. 2998, FILED IN BOOK 25, PAGES 90 THROUGH 92, OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

BENCHMARK

CITY OF REDLANDS DESIGNATION: R-59
A BRASS DISK IN TOP OF CURB AT THE WEST SIDE OF FLAGPOLE ISLAND AT THE INTERSECTION OF CAJON ST. AND VINE ST., IN FRONT OF CITY HALL.
ELEVATION (FEET): 1358.504 (NGVD29) (ADJ. 1/96)

LEGAL DESCRIPTION

PARCEL MAP NO. 2998, RECORDED JANUARY 8, 1976 IN BOOK 25, PAGES 90 THROUGH 92, INCLUSIVE OF PARCEL MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA AND LOTS 1 THRU 17 PER MAP RECORDED IN BOOK 4, PAGE 38.

SLOPE PLANTING AND EROSION CONTROL

FACES OF FINISHED CUT AND FILL SLOPES SHALL BE PREPARED AND MAINTAINED TO CONTROL AGAINST EROSION. DEVELOPER INTENDS TO PROVIDE ADEQUATE EROSION CONTROL PROTECTION FOR THE SLOPES PER CALIFORNIA SWPPP AND WATER QUALITY STANDARDS. ALL SLOPES SHOWN TO BE 2: 1 MAX UNLESS OTHERWISE SHOWN.

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

MITHUN

SEATTLE / Pier 56, 1201 Alaskan Way, #200
Seattle, WA 98101 / 206.623.3344

SAN FRANCISCO / 660 Market Street, #300
San Francisco, CA 94104 / 415.956.0688

LOS ANGELES / 5837 Adams Blvd
Culver City, CA 90232 / 323.937.2150

mithun.com

PROACTIVE
ENGINEERING CONSULTANTS
200 South Main Street, Suite 300
Corona, CA 92882 (951) 280-3300

PROJECT
STATE STREET VILLAGE
VTTM 20425

LOCATION
REDLANDS, CA

PREPARED FOR
Village Partners
4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

REGISTERED PROFESSIONAL ENGINEER
SCOTT P. GILBERT
NO. 65194
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED
UNDER THE SUPERVISION OF:

SCOTT P. GILBERT
R.C.E. #65194
DATE

TITLE
CIVIL TITLE & DETAIL SHEET

PROJECT NO.
10.086.000
DATE
01/20/2022

SHEET NUMBER
C.01
C.U.P. APPLICATION

5/7/2021 11:54:29 AM

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Your use of the attached/enclosed media, also constitute an acceptance of the above.

5/7/2021 11:54:29 AM

REDLANDS BOULEVARD
90°00'27"
N89°59'05.00"E 337.74'
N89°59'05.00"E 431.31'
EX R/W
EX. 12'x8'RCB
PROPOSED STAIRS TO RAISED PATIO
PROPOSED STAIRS TO RAISED PATIO & BUILDING ENTRANCE
CURB SHIFT
5' SHIFT
(92')
(34')
(42')
(8')
SDWK
(32')
(11')
(33')
(31')
(83')
(8') PARKING
(12')
(78')
(25')
(9')
R=25'
R=11.5'
R=20'
R=13.0'
R=10.0'
R=13.5'
R=337'
R=148'
R=258.81'
R=100'
26.70'
7' PROPOSED PUBLIC R/W DEDICATION
4' PROPOSED PUBLIC R/W DEDICATION
268.83'
EXISTING ZANJA CHANNEL EASEMENT (TO REMAIN)
110.70'
PR. LOT LINE
EX. LOT LINE
PROPOSED STAIRS TO RAISED ENTRANCE
PROPOSED STAIRS TO RAISED PATIO
PROPOSED RAMP TO RAISED PATIO
PROPOSED STAIRS TO RAISED PATIO
8.5' PRIVATE PATIO EASEMENT
6.5' PRIVATE PATIO EASEMENT
3.5' PRIVATE PATIO EASEMENT
SCE EASEMENT (TO BE ABANDONED)
TELEPHONE EASEMENT (TO BE ABANDONED)
60' UTILITY & ACCESS ESMT
68' UTILITY & ACCESS EASEMENT
PUBLIC ACCESS EASEMENT
PUBLIC ACCESS EASEMENT
EDGE OF TRAVEL WAY
PR PL
PARKING
LOT 6
0.48 AC
LOT 1
4.14 AC
LOT 2
2.42 AC
0.76 AC
LOT B
0.70 AC
LOT A
0.17 AC
LOT 3/7
1.14 AC
LOT 4/7
LOT 5/7
1.26 AC
LOT 7
LOT 8
1.17 AC
LOT (SEE SHT. C3)
SEE SHEET C.03
EX: PARCEL 4 (BELOW ELEV 1343.96')
EX: PARCEL 5 (BETWEEN ELEV 1343.96' & 1388.95')
EX: PARCEL 6 (ABOVE ELEV 1388.95')
EX: PARCEL 2
EX: PARCEL 3
N00°01'00.00"W 197.94'
N00°01'00.00"W 519.34'
N00°01'00.00"W 219.40'
N00°01'22"W 149.85'
N00°01'22"W 202.99'
N00°01'22"W 208.55'
N00°00'48.00"E 65.98'
N00°00'48.00"E 163.41'
N00°02'58.00"W 100.65'
N89°58'38"E
N89°58'38.00"E 147.70'
N89°58'38.00"E 189.65'
N89°58'38.00"E 210.11'
N89°58'38.00"E 335.18'
N89°57'45.00"E 405.33'
N89°57'28.89"W 89.98'
432.29'
192.65'
209.63'
30.00'
97.47'
148.65'
36.74'
24.01'
149.60'
202.99'
55.5'
241.90'
166.96'
218.83'
(1' DEPTH) FLOOD ZONE "AO"
FLOOD ZONE "X"
STATE STREET
ORANGE STREET
N EUREKA STREET
EUREKA STREET
3RD ST
4TH STREET
CITRUS AVENUE
ONE WAY ALLEY
2' LOADING POPOUT
DOUBLING POPOUT
SP45/TOWN CENTER HISTORIC VANTAGEONE REAL ESTATE INVESTMENTS APN:0169-281-30
CLEM GLORIA M TRUST APN:0169-281-31
SP45/TOWN CENTER HISTORIC VANTAGEONE REAL ESTATE INVESTMENTS II APN:0169-281-65
SP45/TOWN CENTER HISTORIC REDLANDS CHAMBER OF COMME APN:0169-281-32
ORANGE STREET DEVELOPMENT LLC APN:0171-061-13
ORANGE STREET DEVELOPMENT LLC APN:0171-061-14
ORANGE STREET DEVELOPMENT LLC APN:0171-061-28
106 ORANGE STREET LLC APN:0171-081-09
ONE STATE LLC APN:0171-081-21
MORRIS BROWN REALTY APN:0171-121-13
CITY OF REDLANDS APN:0171-121-19
GATEWAY REDLANDS LLC APN:0171-121-04
FRONTIER CALIFORNIA INC APN:0171-261-15
REDLANDS MAP BRIXTON TRACT
JOHN A MERRILL APN:0174-021-01
TAMPA TARZANA LLS APN:0174-101-19
VANTAGEONE REAL ESTATE INVESTMENTS APN:0171-211-25
FUNERAL
COMMERCIAL
RESIDENTIAL
GROUND NOT VISIBLE
DENSE TREES
SCATTERED BRUSH

EXISTING R/W LINE & CURVE TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	TANGENT
1	80°50'27"	17.00'	23.99'	14.48'
2	24°44'33"	338.81'	146.31'	74.31'
3	N89°58'38"E	---	661.96'	---
4	89°59'38"	13.00'	20.42'	13.00'
5	N00°01'00"W	---	519.34'	---
6	89°59'55"	13.00'	20.42'	13.00'
7	N89°59'05"E	---	852.05'	---
8	89°58'17"	17.00'	26.70'	16.99'
9	N00°00'48"E	---	444.94'	---
10	33°56'16"	140.00'	82.93'	42.72'
11	N33°55'28"W	---	36.74'	---

NOTE: PROPOSED PRIVATE EASEMENTS SHOWN ON 3RD & STATE STREET EXTENSIONS FOR REFERENCE IN THE EVENT 3RD & STATE ARE PUBLIC STREETS

EASEMENT LIST (ALL TO BE VACATED UNLESS OTHERWISE NOTED)

PLOTTED EASEMENTS FROM TITLE REPORT

#16 CALIFORNIA WATER & TELEPHONE CO
#17 SOUTHERN CALIFORNIA EDISON CO
#21 CITY OF REDLANDS FOR DRAINAGE (ZANJA CHANNEL - #21 TO REMAIN)
#23 SOUTHERN CALIFORNIA EDISON CO
#24 GENERAL TELEPHONE CO OF CALIFORNIA
#25 SOUTHERN CALIFORNIA EDISON CO
#26 R/W DEDICATION TO CITRUS AVE (SHOWN IN EXISTING CITRUS AVE R/W - TO REMAIN)

BLANKET EASEMENTS UNLESS OTHERWISE NOTED

#1-12 TAXES
#13-15 IRRIGATION DITCHES & PIPELINES (AMBIGUOUS OR ILLEGIBLE)
#18 REDLANDS REDEVELOPMENT PROJECT DISCLOSURE
#19 CONSTRUCTION, OPERATION & EASEMENT AGREEMENT
#20 IMPLEMENTATION AGREEMENT TO DISPOSITION & DEVELOPMENT
#22 CONDITIONS, COVENANTS, RESTRICTIONS & EASEMENTS
#27 REVISED REDLANDS REDEVELOPMENT PROJECT AREA
#28 & 30 (LEASES AND RENTAL AGREEMENTS)
#29 DEED OF TRUST TO BRIXTON REDLANDS, LLC
#31 PARKING RESTRICTION FOR PARCEL 2B (PROPOSED LOT 8)
#32-37 WATER RIGHTS (TO REMAIN), RIGHTS OF PARTIES ETC.

LEGEND

- PUBLIC ACCESS EASEMENT
- SUBSURFACE PARKING
- SIDEWALK
- PRIVATE PATIO EASEMENT
- PRIVATE ARCADE EASEMENT

FOR REFERENCE ONLY
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40 0 40 80 120

2 VESTING TENTATIVE TRACT MAP FOR CONDOMINIUM PURPOSES
1" = 40'-0"

MITHUN

SEATTLE / Pier 56, 1201 Alaskan Way, #200
Seattle, WA 98101 / 206.623.3344

SAN FRANCISCO / 660 Market Street, #300
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PROACTIVE ENGINEERING CONSULTANTS
200 South Main Street, Suite 300
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PROJECT
STATE STREET VILLAGE
VTTM 20425

LOCATION
REDLANDS, CA

PREPARED FOR
Village Partners
4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

REGISTERED PROFESSIONAL ENGINEER
SCOTT P. GILBERT
NO. 65194
CIVIL
STATE OF CALIFORNIA

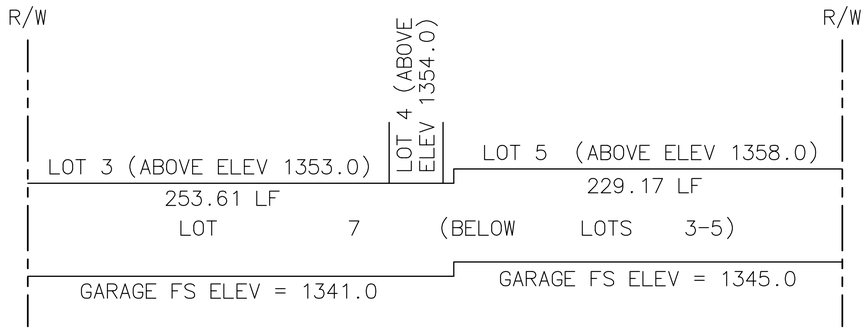
PLANS PREPARED UNDER THE SUPERVISION OF:

SCOTT P. GILBERT
R.C.E. #65194
DATE

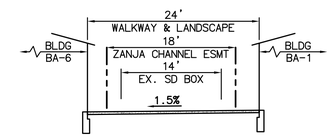
TITLE
VESTING TENTATIVE TRACT MAP FOR CONDOMINIUM PURPOSES

PROJECT NO.
10.086.000
DATE
01/20/2022

SHEET NUMBER
C.02
C.U.P. APPLICATION



LOT 7 SECTION VIEW
NOTE: ELEVATIONS SHOWN APPROXIMATE



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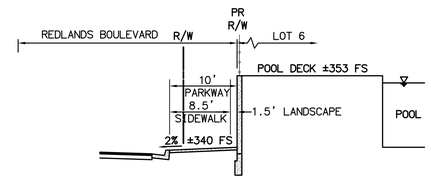

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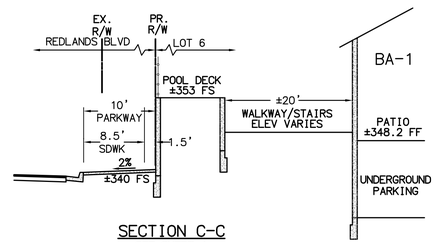

SECTION C-C
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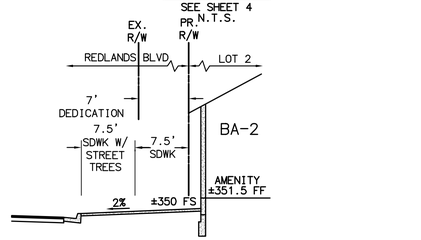

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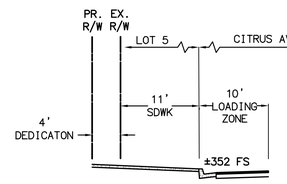

SECTION E-E
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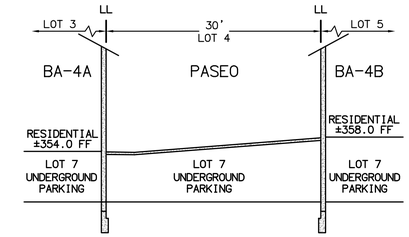

SECTION F-F
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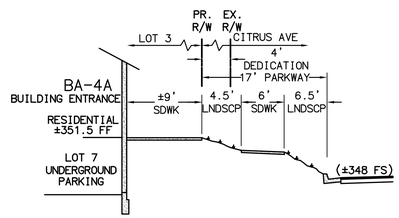
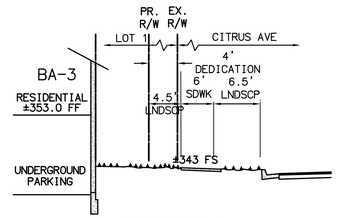
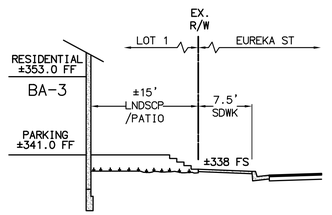


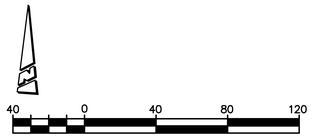
SECTION G-G
SEE SHEET 4
N.T.S.



SECTION H-H
SEE SHEET 4
N.T.S.



SECTION I-I
SEE SHEET 4
N.T.S.



3 VESTING TENTATIVE TRACT MAP & CONCEPTUAL GRADING SECTIONS
1" = 40'-0"

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Culver City, CA 90232 / 323.937.2150
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PROACTIVE ENGINEERING CONSULTANTS
200 South Main Street, Suite 300
Corona, CA 92882 (951) 280-3300

PROJECT
STATE STREET VILLAGE
VTTM 20425

LOCATION
REDLANDS, CA

PREPARED FOR
Village Partners
4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
DV
PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

REGISTERED PROFESSIONAL ENGINEER
SCOTT P. GILBERT
NO. 65194
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED UNDER THE SUPERVISION OF:

SCOTT P. GILBERT
R.C.E. #65194
DATE

TITLE
VESTING TENTATIVE TRACT MAP & CONCEPTUAL GRADING CROSS SECTIONS

PROJECT NO.
10.086.000
DATE
01/20/2022

SHEET NUMBER
C.03
C.U.P. APPLICATION

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4 CONCEPTUAL GRADING AND DRAINAGE
1" = 40'-0"

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NOTE: COURTYARDS ABOVE PARKING GARAGE WILL DRAIN TO GARAGE AND BE PUMPED TO WATER QUALITY TREATMENT DEVICE. LANDSCAPED AREAS SHALL BE AT A MINIMUM OF 1-2 INCHES BELOW THE TOP OF CURB, SIDEWALK, OR PAVEMENT.

LEGEND

SUBSURFACE PARKING

SIDEWALK

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PROACTIVE
ENGINEERING CONSULTANTS
200 South Main Street, Suite 300
Corona, CA 92882 (951) 280-3300

PROJECT
STATE STREET VILLAGE
VTTM 20425

LOCATION
REDLANDS, CA

PREPARED FOR
Village Partners
4340 Von Karmen Avenue Suite 110
Newport Beach, CA 92660

NO.	DATE	REVISION

DESIGN PARTNER
DS
PROJECT MANAGER
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PROJECT ARCHITECT
MM
PROJECT DESIGNER
JE
PROJECT TEAM MEMBERS
YB, GY, CH, MF
CHECK

REGISTERED PROFESSIONAL ENGINEER
SCOTT P. GILBERT
NO. 65194
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED
UNDER THE SUPERVISION OF:

SCOTT P. GILBERT
R.C.E. #65194 — DATE

TITLE
CONCEPTUAL GRADING AND DRAINAGE PLAN

PROJECT NO.
10.086.000
DATE
01/20/2022

SHEET NUMBER
C.04
C.U.P. APPLICATION

5/7/2021 11:54:29 AM

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REDLANDS BOULEVARD
90°00'27"
N89°59'05.00"E 337.74'
EX. 12'x8'RCB
EXISTING 14'Wx11'H RCB
PROTECT IN PLACE
268.63'
EXISTING 24" RCP STORM DRAIN
N89°59'05.00"E 431.31'
EX R/W
15' PROPOSED SIDEWALK
EXISTING SEWER
TO BE REMOVED
EXISTING STORM DRAIN
TO BE REMOVED
6' PROPOSED SIDEWALK
N EUREKA STREET
3RD ST
STATE STREET
N89°58'38"E
ORANGE STREET
4TH STREET
CITRUS AVENUE
EUREKA STREET
ONE WAY ALLEY
68' UTILITY & ACCESS EASEMENT
60' UTILITY & ACCESS ESMT
PROPOSED SIDEWALK
N89°58'38.00"E 335.18'
N89°57'45.00"E 405.33'
N89°58'38.00"E 147.70'
N89°58'38.00"E 189.65'
N89°58'38.00"E 210.11'
N89°58'38.00"E 147.70'
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N00°01'00.00"W 197.94'
N00°01'00.00"W 219.40'
N00°01'00.00"W 163.41'
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N00°01'00.00"W 149.85'
N00°01'00.00"W 82.93'
N00°01'00.00"W 82.93'
N00°01'00.00"W 82.93

Mall Site Historical Images

Image 1: The La Posada Hotel
(northwest corner of State St./Orange St.)



*1938 Sanborn Map through 1970s

Image 2: First National Bank Building
(southwest corner of State St./Orange St.)



*1900 Sanborn Map through 1970s

Image 3: Demolitions of La Posada Hotel and First National Bank Building (mid-1970s)



Mall Site Historical Images

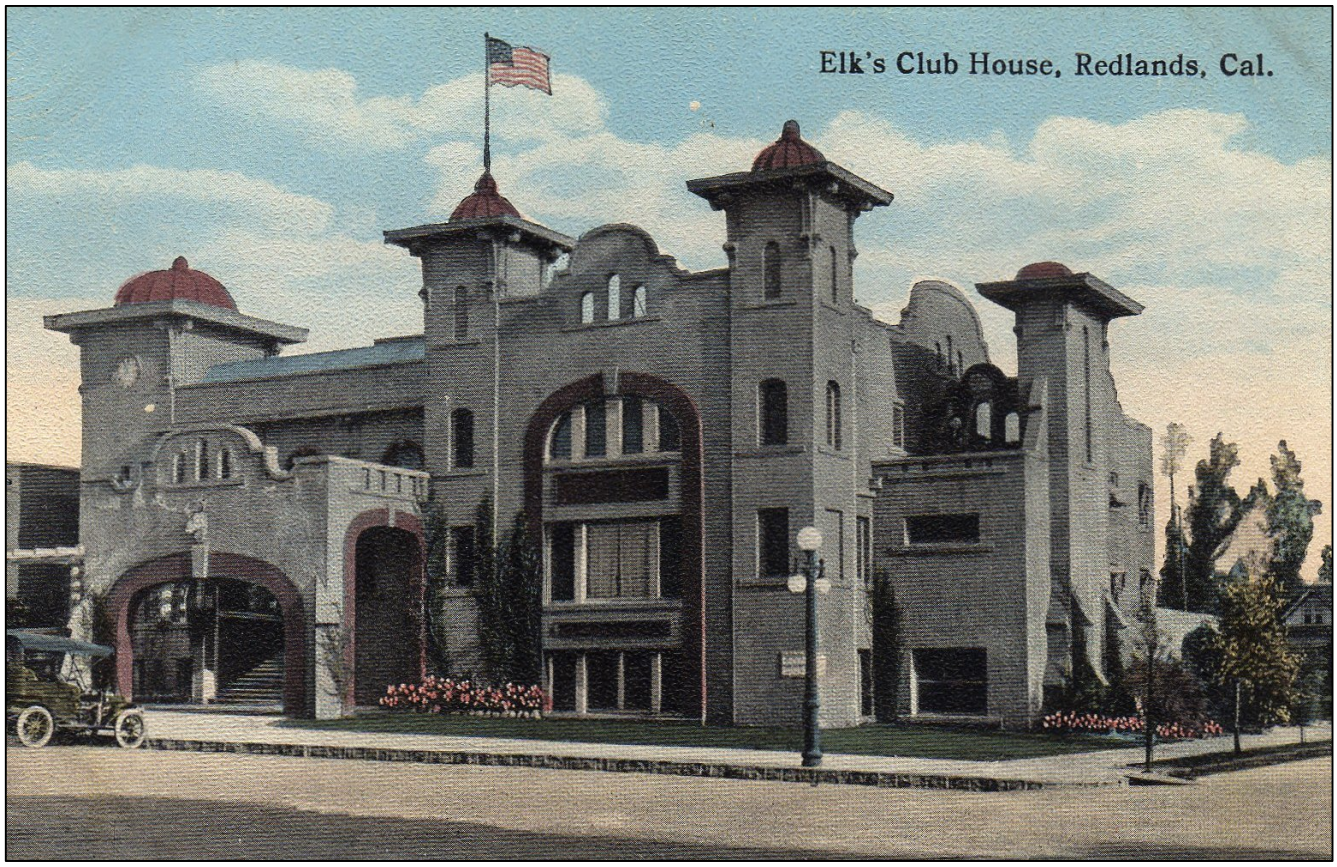
Image 4: Windsor Hotel
(at northeast corner of West State St. and Fourth St.)



*1900 through 1938 Sanborn Maps

Mall Site Historical Images

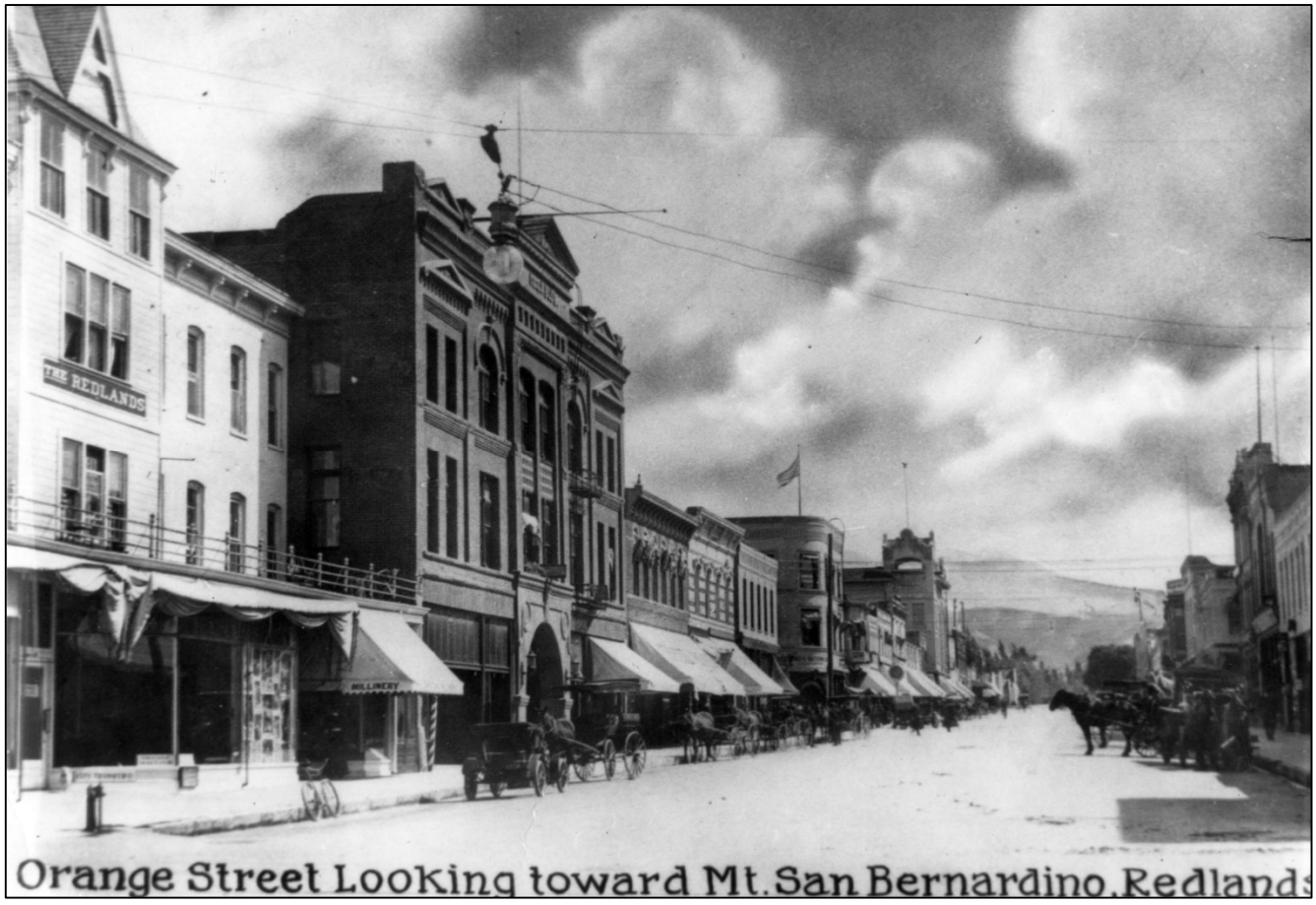
Image 5: Elks Club
(at southeast corner of West State St. and Third St.)



*1915 through 1959 Sanborn Maps

Downtown Redlands Historical Images

Image 1: Orange Street through Downtown Redlands



Downtown Redlands Historical Images

Image 2: The Alvarado Hotel



Downtown Redlands Historical Images

Image 3: East State Street at Fifth Street



Downtown Redlands Historical Images

Image 4: The Casa Loma Hotel (Orange St. at Colton Ave.)



Downtown Redlands Historical Images

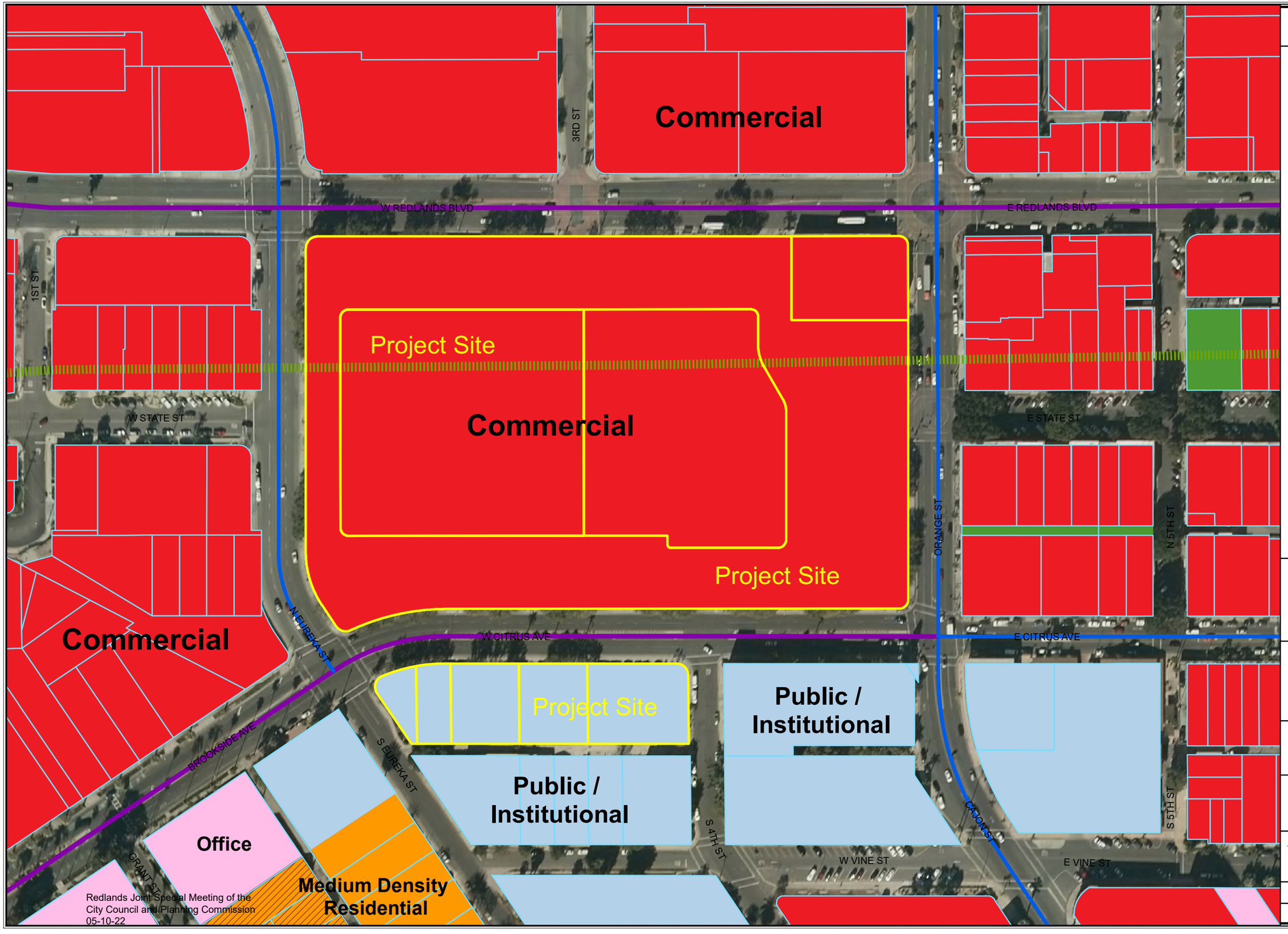
Image 5: Bank of America Building
(northeast corner of East State St./Orange St.)



Downtown Redlands Historical Images

Image 6: East State Street at Orange Street, looking east





General Plan

Land Use Map

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N
W E
S

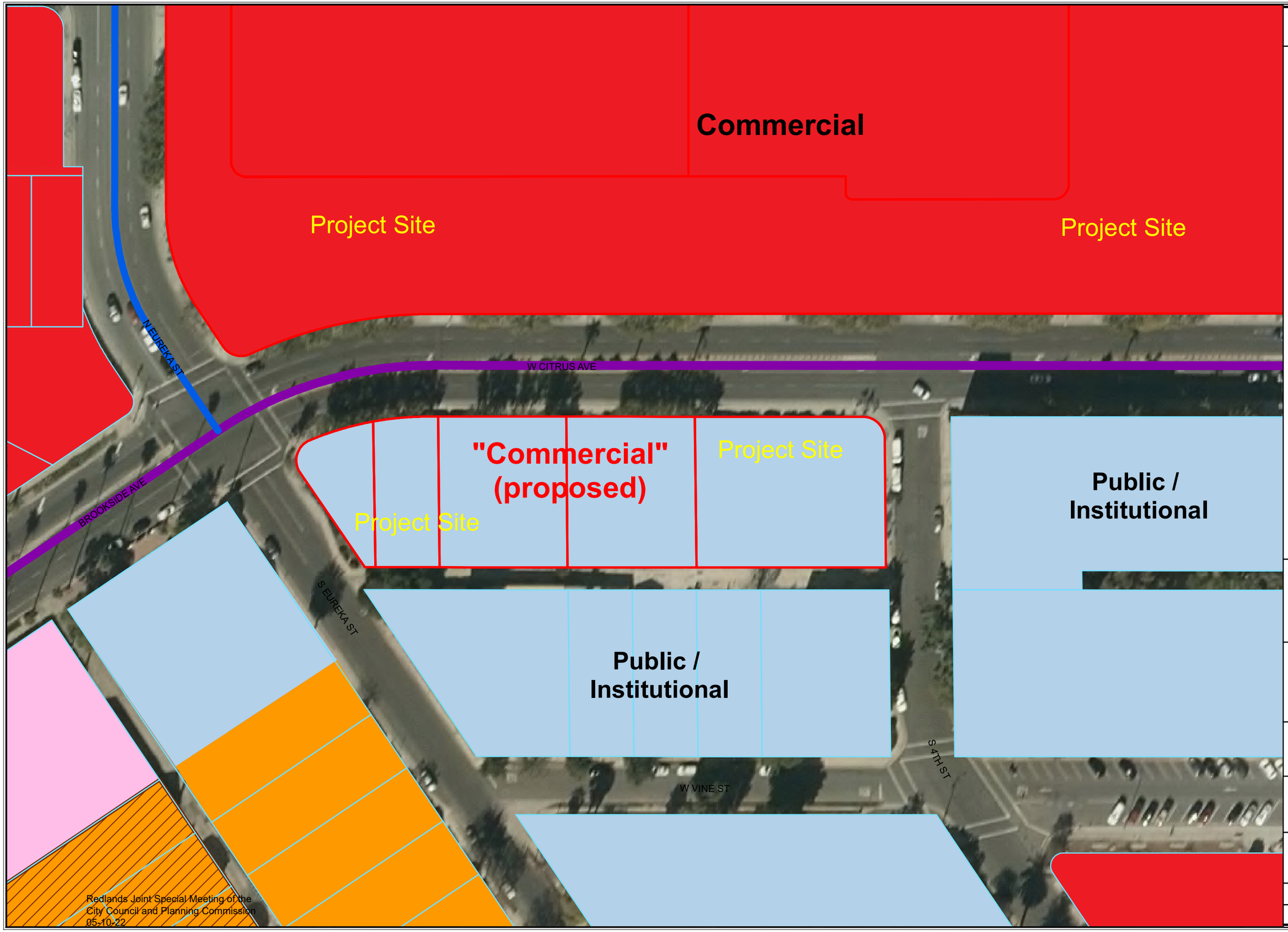
Scale
0 100 200
Feet

City of Redlands
Department of Innovation & Technology
Geographic Information Systems

City of REDLANDS "A City That Works"

March 1, 2022

OneStop.mxd



General Plan

Proposed General Plan Amendment

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N
W E
S

Scale
0 50 100
Feet

City of Redlands
Department of Innovation & Technology
Geographic Information Systems

City of Redlands "A City That Works"

March 1, 2022

OneStop.mxd

CONSISTENCY WITH 2035 GENERAL PLAN

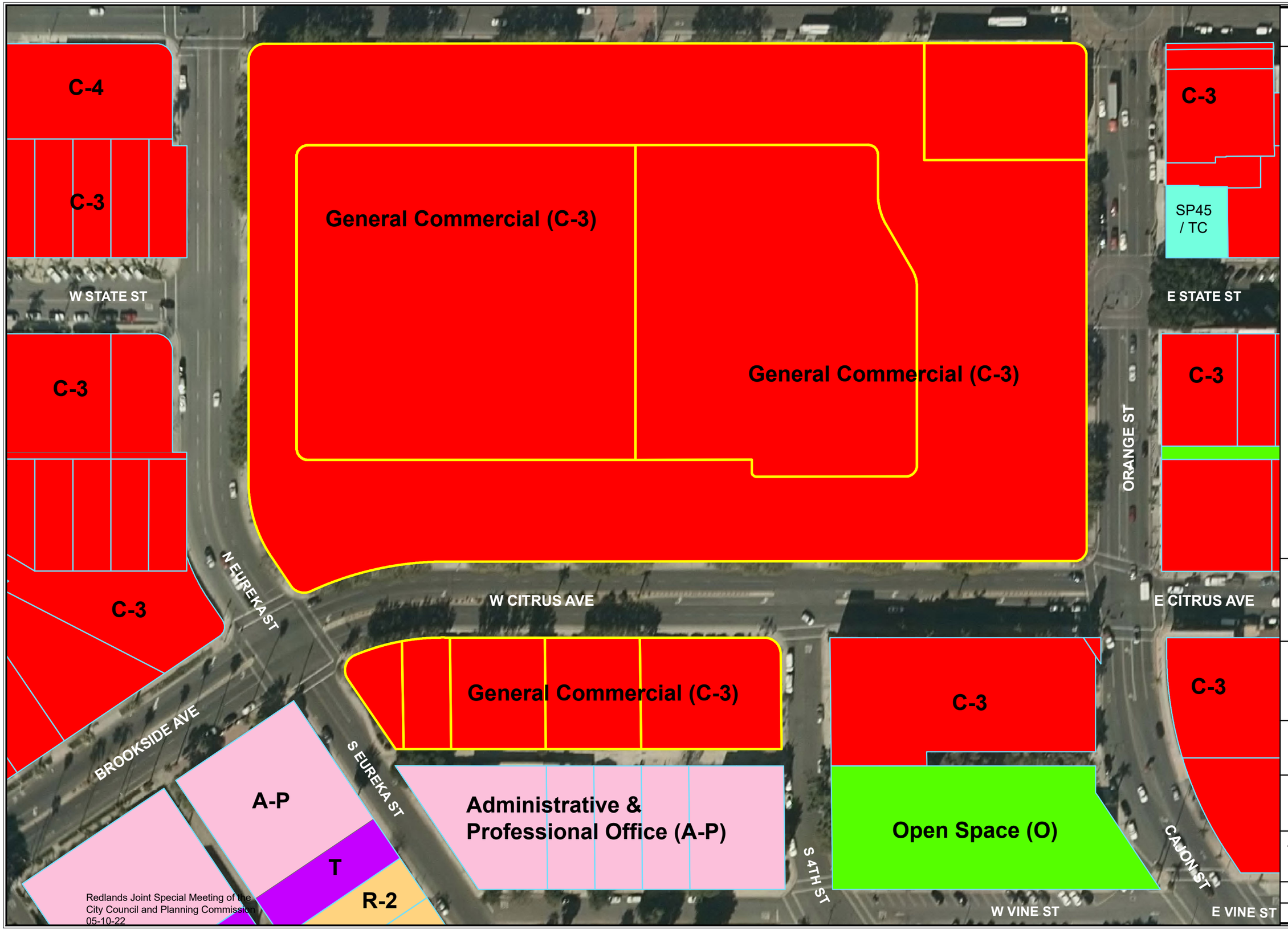
GENERAL PLAN POLICY	PROPOSED PROJECT
Chapter 2: Distinctive City	
2-A.8: Insist on high-quality development and revitalization in older neighborhoods, such as the Orange Street and Colton Avenue commercial corridors, that is sensitive to historic architecture, and provides a broad range of retail, restaurants, professional services, and offices that meet the community's needs. Build a sense of community in these commercial areas.	Consistent
2-P.11: Encourage retention of the character of existing historic structures and urban design elements that define the built environment of the city's older neighborhoods.	Consistent
2-A.49: Encourage compatibility of new land uses and new construction adjacent to historical buildings. Encourage construction that is physically and aesthetically complementary to the historic buildings in architectural features and relationship to adjoining structures.	Consistent
2-A.51: Encourage new construction that ties the new with the old in a harmonious fashion, enhancing the historic pattern.	Consistent
2-P.25: Encourage a variety of uses and activities, such as a mix of commercial, office, restaurant, specialty retail, and residential uses, and civic, cultural, and entertainment activities to attract visitors and residents from across the community by creating a lively, interesting social environment.	Consistent
2-P.26: Foster transit-oriented development that is consistent/compatible with and sensitive to the historical structures in the vicinity of the proposed railway station.	Consistent
2-P.27: Conserve Downtown's character and historic assets while infusing it with new uses, buildings, and activities. New development should proportionately relate to and complement existing structures and the pedestrian environment.	Consistent
2-A.96: Promote redevelopment of the Redlands Mall with a vibrant mix of uses. Explore feasibility of re-extending the traditional street grid through the new development.	Consistent
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
2-A.98: Promote a variety of housing types to attract a spectrum of households to live Downtown.	Consistent
2-A.99: Ensure that new development along Redlands Boulevard is pedestrian-oriented.	Consistent

GENERAL PLAN POLICY	PROPOSED PROJECT
Chapter 3: Prosperous Economy	
3-A.5: Promote revitalization and rehabilitation of older commercial and industrial areas to make them more competitive, accessible, aesthetically appealing, and economically viable.	Consistent
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
3-P.16: Strengthen Downtown as a center of commerce and culture, with attractions for local residents, workers, and regional visitors year-round.	Consistent
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.	Consistent
3-A.39: Encourage and support the development of additional housing Downtown to increase the vitality and diversity of Downtown retail and services.	Consistent
3-A.40: Enhance and expand the public spaces Downtown (streetscapes, plazas, parks) to improve the pedestrian experience.	Consistent
Chapter 4: Livable Community	
4-P.3: Focus new development in infill areas in order to preserve open space, agriculture, and citrus groves, particularly around the edges of the city.	Consistent
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
4-P.9: Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services.	Consistent
4-P.10: Ensure that the scale and character of new development is appropriate for surrounding terrain and the character of existing development.	Consistent
4-P.13: Encourage mixed-use development (two or more uses within the same building or in close proximity on the same site) in Downtown, the Transit Villages, and along Redlands Boulevard to promote vibrancy.	Consistent
4-P.16: Promote a variety of housing types to serve the diverse needs of the community.	Consistent
4-A.7: Promote a range of residential densities to encourage a mix of housing types in varying price ranges and rental rates.	Consistent

GENERAL PLAN POLICY	PROPOSED PROJECT
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
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
4-A.18: Focus the development of office space in transit-accessible locations.	Consistent
4-P.39: Promote infill and mixed-use development along Redlands Boulevard to create a cohesive commercial corridor connecting the Transit Villages and providing a retail and service destination for community members.	Consistent
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
4-P.41: Foster a connected, accessible, and active community by creating attractively designed pedestrian- and transit-oriented villages with a mix of uses in a compact area.	Consistent
4-P.42: Provide for new jobs, housing, and entertainment opportunities in compact, walkable environments.	Consistent
4-P.48: Provide development and infill opportunities as alternatives to building at the edges of the city.	Consistent
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
Chapter 5: Connected City	
5-P.10: Require developers to construct or pay their fair share toward improvements for all travel modes consistent with the layered network.	Consistent
5-A.5: As part of street redesigns, plan for the needs of different modes – such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, transit amenities, etc.	Consistent
5-A.7: Add new streets to create a finer-grained, pedestrian-scaled road network where the roadway network is characterized by particularly long blocks, connecting residential areas to parks and Transit Village cores. Ensure the street systems in Transit Villages support development of connected and accessible communities.	Consistent
5-A.22: Include amenities such as shade trees, transit shelters and other transit amenities, benches, trash and recycling receptacles, bollards, public art, and directional signage that can enhance the pedestrian experience.	Consistent

GENERAL PLAN POLICY	PROPOSED PROJECT
5-A.36: Allow for flexibility and creativity in the roadway standards, where appropriate, to preserve historic features, specimen trees and significant landscaping, accommodate turn lanes, parking, wider sidewalks, bike paths, turnouts for buses, public art, and landscaped medians.	Consistent
5-A.45: Provide adequate capacity on boulevards and arterials to meet LOS standards, and to avoid traffic diversion to local streets or freeways.	Consistent
5-P.26: Improve public transit as a viable form of transportation in Redlands.	Consistent
5-P.27: Support passenger rail as an alternative mode of regional transit.	Consistent
5-A.59: Work with Omnitrans to plan for bus shelters, boarding areas, transfer centers, bus pads in the right-of-way, and bus turnouts.	Consistent (with conditions of approval)
5-A.60: Incorporate real-time information systems so that passengers will know when their bus or train is expected to arrive.	Consistent (with conditions of approval)
5-A.68: Provide for direct pedestrian paths and access from new developments to the nearest public transportation stop.	Consistent
5-A.69: Plan for passenger pick up / drop off location for ride sharing services and autonomous vehicles in the future to minimize impacts to traffic flow and ensure passenger safety.	Consistent
5-A.74: Design parking to meet applicable urban design goals from area plans and minimize negative impacts on pedestrians, bicyclists, and transit users.	Consistent
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.*	Consistent
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
Chapter 6: 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 storm-water system.	Consistent
6-A.40: Maximize the amount of pervious surfaces in public spaces to permit the percolation of urban runoff.	Consistent
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

GENERAL PLAN POLICY	PROPOSED PROJECT
Chapter 7: Healthy Community	
7-P.17: Achieve more walkable, livable neighborhoods by expanding the multi-modal transportation system and creating a safe, pedestrian-oriented environment.	Consistent
7-A.36: Discourage street closures; encourage creating new connections.	Consistent
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
7-P.22: Create complete neighborhoods with access to a range of day-to-day goods and services within walking distance of residences, including medical facilities, community services, youth programs, and employment opportunities, to increase the sense of social cohesion among residents.	Consistent
7-P.23: Use planning and environmental design tools to deter crime, increase respect for neighbors and property, and improve the public perception of safety throughout the community.	Consistent
7-A.68: Incorporate Crime Prevention through Environmental Design principles and best practices into the Zoning Ordinance and project review procedures for new development and major renovations. Guidelines and checklists should include concepts such as: Natural Surveillance, Natural Access Control, Natural Territorial Enforcement, Maintenance, Shared Facilities.	Consistent
7-A.73: Improve the sense of safety within Downtown, including the Redlands Mall area.	Consistent
7-P.25: Protect lives and property and ensure that structures proposed for sites located on flood plains subject to the 100-year flood are provided adequate protection from floods.	Consistent
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
7-P.41: Ensure that new development is compatible with the noise environment by continuing to use potential noise exposure as a criterion in land use planning.	Consistent



Zone Map

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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.

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City of Redlands
Department of Innovation & Technology
Geographic Information Systems

City of REDLANDS "A City That Works"

General Commercial (C-3) Development Standards
for the State Street Village site
(RMC Title 18, Chapter 18.92)

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
Lot Area 18.92.110	No requirements	11.15 gross acres (approximate)	Yes
Lot Dimensions 18.92.120	No requirements	885’ by 540’ (approximate)	Yes
Max. Structure Height 18.92.130	No height limit, except that the relationship between building floor area and lot area shall not exceed four (4) square feet of total floor area for each one square foot of total lot area. The floor area of parking garages and related structures located at or above ground level shall be included in the calculation ratio. *Note:* RMC 18.152.030 permits the following height limit exceptions for structures: penthouses or roof structures or the housing of elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building, and fire or parapet walls, skylights, towers, steeples, flagpoles, chimneys, churches or similar structures, may be erected above the maximum height permitted in each district. No structure or penthouse shall be allowed for purposes of providing additional floor space.	Bldg. # / *North* / *South* / *East* / *West* 1: 60 Ft. / 60 – 75 Ft. / 55 – 60 Ft. / 57 – 75 Ft. 2: 56 – 75 Ft. / 51 – 52 Ft. / 55 Ft. / 50 – 75 Ft. 3: 50 – 58 Ft. / n/a / 50 Ft. / 60 Ft. 4-A: 50 Ft. / 38 – 50 Ft. / 35 – 48 Ft. / 38 – 51 Ft. 4-B: 45 Ft. / 38 – 42 Ft. / 39 – 50 Ft. / 39 – 45 Ft. 5: 33 Ft. / 30 – 33 Ft. / 30 Ft. / 33 Ft.	Yes
Floor-Area Ratio (FAR) 18.92.130	4.0 Maximum 418,629 sq. ft. x 4.0 = 1,674,516 sq. ft. maximum	2.85 FAR (or 1,073,832 square feet)	Yes
Front Yard Setback 18.92.140	No requirements	Bldg. # / *North* / *South* / *East* / *West* 1: n/a / 2’11” / 4’0” / 8’11” 2: 0’0” / 3’1” / 3’2” / 2’8” 3: 8’0” / n/a / n/a / 10’2” 4-A: 3’0” / 2’0” / n/a / 2’8” 4-B: 9’0” / 2’0” / 3’3” / n/a 5: 3’0” / n/a / 92’0” / 180’0”	Yes
Side Yard Setback 18.92.140(B)	No requirements		Yes
Rear Yard Setback 18.92.140(C)	No requirements		Yes
Residential Parking Required 18.92.080(B)	Number of DU less than 1,000 sq. ft. (n = 560): 1.0 space/DU Number of DU 1,000 to 1,499 sq. ft. (n = 140): 1.5 spaces/DU Guest spaces: 0.25 space/DU		

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
	Minimum Required Resident Spaces = Bldg. 1: 392 Bldg. 2: 140 Bldg. 3: 21 Bldg. 4-A: 103 Bldg. 4-B: 114 *Minimum Required Guest Spaces* = 175	*Resident Spaces Provided* = Bldg. 1: 394 + 21 = 415 Bldg. 2: 140 Bldg. 3: within Bldg. 1 garage Bldg. 4-A: 106 (shared subterranean garage) Bldg. 4-B: 116 (shared subterranean garage) *Guest Spaces Provided:* 175 (all provided within Building 2 above-ground parking structure)	 Yes Yes Yes Yes Yes, with Development Agreement
Commercial Parking Required 18.92.080(B)	Ground floor retail: 1 per 300 SF: 71,778 sq. ft. Upper floor retail: 1 per 350 SF: 12,328 sq. ft. *Minimum Required = 274 spaces*	364 spaces for Commercial uses * Additional 175 spaces available through joint use of residential Guest spaces (if needed). Note: all Commercial parking provided in the Building 2 above-ground parking structure; plus an additional 175 residential Guest spaces located within Building 2 parking structure.	Yes
Parking Space Location 18.164.250	The off street parking facilities required by this title shall be located on the same lot or parcel of land as the use they are intended to serve, except that in cases of practical difficulty, the planning commission may approve a substitute location which meets the following conditions: A. All or part of the substitute location is within 200 ft. 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.	Each building with dwelling units provides adequate on-site parking for its residents. All required residential Guest spaces are located within Building 2 parking structure. All required Commercial parking are located in the Building 2 parking structure. All commercial suites in B2, B4-A, and B-4B within 200 feet; four commercial suites in B1 within 400 feet.	Yes Yes, with Development Agreement Yes, with Development Agreement
Parking Space Dimensions 18.164.260	• Standard spaces: 9’ wide by 19’ deep. • Compact spaces: 8’ wide by 15’ deep. • Compact spaces are permitted for projects that provide more than 25 off-street parking spaces. The first 25 spaces shall be standard size stalls; 25% of the remaining parking may be compact spaces. • Parallel spaces: 8’ wide by 24’ deep.	Standard: 9’ by 19’ Compact: 8’ by 15’ B1: 76 Compact proposed (up to 97 permitted) B2: 118 Compact proposed (up to 163 permitted) B4: 10 Compact proposed (up to 49 permitted) B5: 2 Compact proposed (up to 9 permitted) Parallel: 8’ by 24’ minimum	Yes Yes Yes
Access to Parking	D. Concrete driveway approaches shall be provided for ingress	26’ wide for two-way driveways	Yes

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
18.164.270	to and egress from all parking facilities. - Single lane: 14 ft. - Combined entrances or exits: 26 ft. - Maximum driveway width: 30 ft.		
Loading Spaces 18.164.340	• Commercial buildings: 3,000 – 15,000 sq. ft. = 1 loading space 15,001 – 45,000 sq. ft. = 2 loading spaces *Minimum Required* = Bldg. 1: 2 Bldg. 2: 2 Bldg. 3: n/a Bldg. 4-A: 1 Bldg. 4-B: 1 Bldg. 5: 1	*Proposed:* Bldg. 1: 2 Bldg. 2: 2 Bldg. 3: n/a Bldg. 4-A: 2 Bldg. 4-B: 1 Bldg. 5: 1	Yes
Loading Space General Requirements 18.164.330	E. Loading space required by this title may occupy a required rear yard, but in no case shall any part of an alley or street be used for loading.	Loading Zone placement - Public streets: Citrus Ave. (2) and Orange St. (2) Private streets: West State St. (2) and Third St. (2)	Yes, with Development Agreement
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.	Bldg. 1: dimensions provided Bldg. 2: remove 1 or 2 proposed street trees on west side of west driveway (obstructs view to west to oncoming traffic on eastbound Redlands Blvd.) Bldg. 3: n/a Bldg. 4-A: n/a Bldg. 4-B: remove 1 or 2 proposed street trees on north side of driveway (obstructs view to north to oncoming traffic along southbound Orange St.)	Yes, with Conditions
Fences & Walls; Permitted When 18.168.020	• Fences & Walls 3 ft. max. in front yard area. • Open fences 4 ft. max. within front yard (90% open). • Fences & Walls 6 ft. max. on side or rear P/L. • Corner cut-off provisions apply - no obstructions. • Minor exceptions: see 18.168.040 to 18.168.100.	Fences and walls not identified on Site Plan or floor plans.	None

Development Standards for C-3, General Commercial District
for the proposed Retail Store site
(RMC Title 18, Chapter 18.92)

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
Max. Structure Height 18.92.130	No height limit, except that the relationship between building floor area and lot area shall not exceed four (4) square feet of total floor area for each one square foot of total lot area. The floor area of parking garages and related structures located at or above ground level shall be included in the calculation ratio.	30 to 33 ft. to main roofline 45 ft. to top of tower	Yes
Floor-Area Ratio (FAR) 18.92.130	4.0 Maximum	0.30	Yes
Lot Coverage 18.92.170	No requirements	30%	Yes
Front Yard & Rear Yard 18.92.140	No requirements	Front: 3’0” (walls) and 0’0” (columns) Rear: 0’0”	Yes Yes
Side Yard 18.92.140(B)	No requirements	East side: 92’0” West side: 180’0”	Yes
Access to Street 18.92.160	All lots in C-3 zones shall have access on a dedicated and improved street.	Access to Citrus Ave.	Yes
On-Site Parking Required 18.164.240	Title 18 zoning regulations - Retail: 1 space/250 sq. ft. *Minimum Required = 58*	61 spaces	Yes
Drive-Through Services 18.156.370 18.156.380	• Conditional Use Permit required • Traffic Impact Analysis report required • Minimum lot width dimension shall be 120' • Minimum lot depth dimension shall be 120' • The site must abut and have access to a major or secondary highway, as shown on the General Plan • Landscaped planter area not less than ten feet (10') wide along street frontage • Minimum of 15% of the total site shall be landscaped. • Walls: A 3' high solid masonry wall shall be constructed along all interior property lines • Screening: Drive-through aisles shall be completely screened from the view of public rights of way, to a height equal to or greater than that of standard vehicular headlights. Screening shall be by use of walls, earth berms, landscaping, or a combination thereof.	CUP #1143 Lot width 430 ft. Lot depth 120 ft. East Citrus Ave. is a Major Arterial in Gen. Plan Planter 10’0” in front of drive-through lane Site landscape: 16% Method of screening is proposed landscape (plant selections indicate hedge-type in 5-gallon size and placed 24 inched apart, with varying heights between 3’ to 5’ high upon reaching mature growth); Condition of Approval included to require a low decorative screen wall at the front of the drive-through. Architecture enhanced for entire building and	Yes Yes Yes Yes Yes Yes

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
	• Architectural Treatment: require a higher than typical quality of architectural treatment for drive-through uses.	includes porte-cochere over the pharmacy window	
Parking Space Dimensions 18.164.260	• Standard spaces: 9’ wide by 19’ deep. • Compact spaces: 8’ wide by 15’ deep. • Compact spaces are permitted for projects that provide more than 25 off-street parking spaces. The first 25 spaces shall be standard size stalls; 25% of the remaining parking may be compact spaces. • Where automobile bumpers overhang landscaped planters, 2' of clear areas unobstructed by trees or shrubs shall be provided for overhang. (See RMC 18.168.210(A)(11) referenced below.)	Standard spaces: 9’ wide by 19’ deep. Compact spaces: 8’ wide by 15’ deep. Condition of Approval included to verify dimensions in Plan Check prior to permit issuance.	Yes
Parking Area Circulation 18.164.280	- Stall depths may be reduced up to one foot (1') where the parking space is adjacent to a six foot (6') or wider sidewalk, or adjacent to a landscaped planter with an interior diameter of five feet (5') or more. - Circulation within a parking area with more than one aisle must be such that a car need not enter the street to reach another aisle within the same parking area. - Parking angle and required dimensions: 90-degree spaces: 19’ deep & 26’ two-way aisle 60-degree spaces: 21’ deep & 22’ two-way aisle 45-degree spaces: 20’ deep & 20’ two-way aisle	Walkway 6’0” or wider allow for 1’0” overhang. Planters allow for vehicle overhang up to 1’0”. 90-degree parking spaces: 19’ deep Drive aisle: 26’0” for two-way aisle	Yes Yes
Parking Area Improvements 18.164.290 18.164.310	- A minimum of 7% of the parking area shall be landscaped. - Parking lots intended for nighttime use shall be adequately lighted for safe vehicular and pedestrian movements. Lighting shall be arranged to reflect away from adjoining properties and streets.	16% of parking lot landscaped (approx. 5,000 SF) Lighting information (poles, fixtures, etc.) not provided. A Condition of Approval requires lighting information and a photometric plan to be submitted in Plan Check prior to permit issuance.	Yes Yes, with conditions
Parking Lot Landscape 18.168.210(A)-(C)	1. Landscaping shall be provided adjacent to and within parking areas to screen vehicles from view and to minimize the expansive appearance of parking areas. The landscaping should include fast growing trees in the parking areas to create summer shade. Accent trees may also be utilized in the landscape design of the parking areas for diversity and seasonal color;	Conceptual landscape plan (plant zones) provided; preliminary planting plan not provided. Condition of Approval included to require a precise planting plan for staff review prior to any building permit issuance.	Yes, with conditions

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
	2. Landscaped berms, or a combination of berms, landscaping and/or wall treatments of sufficient height to substantially screen parking areas shall be provided between parking areas and right of way;	Conceptual landscape plan shows 5-gallon shrubs to be placed at 24" and 36" apart, which would not provide a landscape hedge or screen parking areas. Condition of approval requires a decorative screen wall 4'0" high along street frontages (such as plaster cement coating to match the building).	Yes, with conditions
	3. All double row parking spaces shall be separated by either a planter or planter boxes with an overall outside width of 5'. Planters shall be enclosed by a six inch (6") continuous poured in place curb. The curb shall be included in the measurement of the overall width of the planter. The community development director, may allow breaks or gaps in the planter for pedestrian access and drainage purposes only;	Planters a minimum of 5'0" in parking lots with the required landscaping areas.	Yes
	4. Each unenclosed parking area shall provide a perimeter landscaped strip a minimum of 5' in width where the parking area adjoins a side or rear property line. Curbs, mow strips, or any other type of paved surface shall not be included in the measurement of the overall width of the planter. The perimeter landscaped strip may include any landscaped yard or landscaped area otherwise required and shall be continuous, except for required access to the site or parking area;	Planters a minimum of 5'0" in parking lots with the required landscaping areas.	Yes
	5. All plant material shall be sized so that the landscaping has a mature appearance within 3 years;		
	6. Tree species should be selected with root growth habits that will not cause damage to sidewalks, curbs or other similarly paved surfaces, or such tree species should be sited away from such paved areas;		
	7. Trees with a trunk height of not less than 6' shall be installed in the planters at each end of an aisle, at three (3) space intervals throughout the parking area, and at 20' intervals along the periphery of the parking area. Within parking areas, trees may be clustered in groups to achieve a more natural setting provided the total number of trees meets the previous planting requirements;	Trees placed at 3-space intervals; Trees not closer than 20 ft. intervals.	Yes
	8. At least 50% of the trees shall be an evergreen variety and evenly distributed throughout the parking area;	Camphor tree – 100% evergreen	Yes
	9. At least 50% of the trees shall be 15-gallon in size, 25% shall	34 Cinnamomium Camphora trees (64%);	Yes

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
	be 24" box size, and 25% shall be 36" box size. All trees shall meet the following minimum caliper sizes. If the caliper size cannot be met at the container size then the developer shall increase the container size to meet the required caliper; - 15 gallon: ¾" to 1" - 24-inch box: 1¼" to 1¾" - 36-inch box: 2½" to 2¾"	13 Lophostemon Confertus trees (25%); 6 Pinus Canariensis trees (11%).	
	10. Planter areas shall also contain ground cover and/or flowering shrubs. Drought tolerant planting is suggested so that applicant/developer can comply with the water conservation in landscaping act;	Conceptual landscape plan (plant zones) provided; preliminary planting plan not provided. Proposal meets requirements of City's Water Efficient Landscape Ord. and drought tolerance.	Yes, with conditions
	11. Where automobile bumpers overhang landscaped planters, 2' of clear areas unobstructed by trees or shrubs shall be provided for overhang;	2'0" clearance provided over planter areas.	Yes
	13. A landscaped island shall be provided for every 20 parking spaces;	n/a	
	14. Landscaped islands, inter-stall planters and periphery landscaping, together, shall total at least 7% of the total parking area; Total Parking Area (from plans): 31,000 Sq. Ft. Minimum Required = 2,170 Sq. Ft.	Approximately 5,000 SF (or 16%) provided.	Yes
Loading Spaces 18.164.340	• Commercial buildings: 3,000 – 15,000 sq. ft. = 1 *Minimum Required = 1* Dimensions 20' L by 10' W and 14' overhead clearance.	1 provided at rear of bldg. (along the alley). Dimensions 20' L by 10' W and 14' overhead.	Yes Yes
Fences & Walls; Permitted When 18.168.020	• Fences & Walls 3 ft. max. in a required front yard area. • Open fences 4 ft. max. within front yard (90% open). • Fences & Walls 6 ft. max. on side or rear P/L.	Refuse enclosure proposed with CMU split-face walls at 7'0" high (which is allowable).	Yes
	• Corner cut-off provisions apply – see RMC 18.168.110.	Walls protrude into corner cutoff area at the intersection of alley and Fourth St. (a condition of approval will require moving the refuse enclosure to be outside of the required corner cutoff area).	Yes, with conditions

ARCHITECTURAL DESIGN GUIDELINES

DESIGN GUIDELINES	PROPOSED PROJECT
I. Project Architecture	
1. Encourage innovative design that is also sensitive to the essence of the cultural and historical character of Redlands. This should not be interpreted to an applicant as requiring the imitation of historic style; however, if a historic style is incorporated then be true to the character of the selected style.	Consistent. Proposed designs emulate the styles and materials of historic architectural styles within the City including Spanish Mission, 19th Century, and Mediterranean Style Contemporary.
2. Provide architectural treatment to all elevations that are visible from either public or private vantage points.	Consistent. All sides and elevations have architectural treatments of varying types.
3. Avoid expanses of blank wall, devoid of any articulation or embellishment for both buildings and freestanding walls.	Consistent. There are no large expanses of blank walls without openings (e.g., windows, doors, pathways, etc.) or utilization of different colors or materials.
4. Articulate the building mass to form a less imposing façade and craft a building scale that is compatible with surrounding architecture and neighborhood.	Planning Commission may determine consistent with existing and future developments nearby. Two- and three-story buildings exist to the north, east, and south of the project site. Other proposed mixed use and multifamily developments may be up to four stories high located directly across Eureka Street (west) and across Redlands Blvd. (north).
5. 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. Building 2 has significant amount of wall plane offsets and articulation. Buildings 1, 3, 4-A and 4-B are of a different style than Building 2, and have different degrees of articulation. Pharmacy retail building has wall plane offsets. All sides of all buildings present varying amounts of surface articulation with vertical and horizontal wall plane offsets.
6. 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. Screening is acceptable by parapets or by equipment screens when a parapet is not feasible.	Consistent. Sloped roofs and parapets can conceal any rooftop equipment. A condition of approval will be included that requires appropriate screening of all rooftop equipment, and will be verified in Plan Check.

DESIGN GUIDELINES	PROPOSED PROJECT
8. Vary the roof through the use of vertical separations, varying roof structure, varying the parapet line or ridge line.	Consistent. Roofs and rooflines vary and are offset on all sides of all buildings.
9. Shopping centers storefront designs are to complement the architectural style of the center providing interest and variation. Storefronts should incorporate the following elements: • Strong base material that is durable and massive including but not limited to brick, stone, or decorative block; • Offsets or bays; • wide-ranging storefront widths; • multi-pane windows; and • varied bulkhead treatment.	Consistent. Storefronts in all buildings include strong base materials (brick veneer, tile cladding, stucco), large plate glass windows, varying window dimensions, varying storefront widths, bulkhead treatments (plaster, tile, or brick), and varying lighting styles.
10. Within developments, provide a safe and comfortable walking environment for pedestrians. Pedestrian areas should be shaded and contain small niches, landscaped planters, or raised planters, and other amenities to create additional visible interest. Include amenities such as street furniture, drinking fountains, trash/ recycling receptacles and adequate lighting for visibility and safety.	Consistent. The extensions of West State Street and Third Street are designed as pedestrian-friendly streets, with trees, landscape areas, lighting, and areas for outdoor dining adjacent to restaurants. The Site Plan also includes pedestrian walkways (paseos) between buildings to perimeter streets. See proposed landscape plan and hardscape plan.
11. Off-set windows so that they are not a continuation of the building surface. Windows should be either deeply recessed or project beyond the surface to give character and depth to the elevation when architecturally appropriate.	Consistent. Windows will have varying amounts of inset (depth), size, placement, and rhythm depending on type of space (e.g., retail, office, or residential use).
12. 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. Proposed buildings have different types of ground-level differentiation where appropriate.

DESIGN GUIDELINES	PROPOSED PROJECT
13. Provide focal points in the architectural theme to create a strong entry statement and provide a sense of place. Towers, spires, massing, colors, trellises, fountains, public art, and plazas are encouraged.	Consistent. Proposed Buildings 1, 2, and 3 have tower elements at their corners to provide entry statements and focal points. A large central plaza for public use is proposed at the intersection of West State St./Third St.
14. Building articulation shall be included in the design of building, in order to create a formal entry statement.	Consistent. Exterior façades at entry points (West State St. and Third St.) include significant articulation.
15. Give special attention to creating pedestrian scale and an inviting place for visitors and employees.	Consistent. The proposed West State Street extension includes pedestrian design features, and proposed buildings are placed at the backs of sidewalks so that storefronts are prominent in a downtown setting.
16. All projects are strongly encouraged to be designed by a licensed architect with experience in commercial architecture.	Consistent. Project plans prepared by Mithūn Architects and Torti Gallas Architects (both experienced with mixed use and urban design types of projects nationwide).
17. Use building materials that provide texture and character to building surfaces.	Consistent. A variety of materials/textures are proposed.
18. Higher quality building materials that add character to buildings shall be used in areas that experience high pedestrian traffic.	Consistent. Substantial use of brick veneer, cement plaster (stucco), and tile finishes will be apparent in areas with high amounts of pedestrian traffic.
19. 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 (Mediterranean, Spanish/Mission, Craftsman), the design of project shall look authentic in building materials and detail window details. Avoid the mixing of architectural styles.	Consistent. Five separate buildings are proposed (six including the single-tenant retail store) with notably different architectural styles such as Spanish Mission, 19th Century, and Mediterranean Style Contemporary. Building 2 (Torti Gallas Architects) is village scale and design. Buildings 1, 3, 4-A and 4-B (by Mithūn Architects) have a more contemporary design and character.

DESIGN GUIDELINES	PROPOSED PROJECT
20. Fit buildings into their context, including architectural style, massing and proportion. This should not be interpreted as advocating the imitation of existing styles.	Planning Commission may determine consistent with existing and future developments nearby. The existing context includes two-story and three-story buildings to the north, east, and south of the project site. The future context would include a new retail store (1½ stories high) directly to the south, a proposed mixed use development (up to four stories) across Eureka St. to the west, a proposed multifamily development (up to four stories) across Redlands Blvd. to the north, as well as other potential future mixed use projects nearby to the north and to the west.
21. 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. A variety of materials, textures, and colors are proposed (including brick veneer, tile, and stucco finishes) which appear to blend with historic materials and colors in the downtown area. None of the proposed materials or colors are brightly colored or highly reflective.
22. Design is to be sensitive to, but not mimic nearby historic structures. Sensitivity can be achieved through: • Selection of complementary building materials including exterior colors and lighting; • Use of similar yard proportions and building orientation; and • Use of compatible building mass and height.	Consistent. Design elements of some nearby historic buildings (e.g., columns in the Santa Fe Depot and the arcade in the A.K. Smiley Public Library) are referenced in the proposed series of prominent columns provided around the base of Building 2 (north and east sides) and Building 3 (north side).
23. Screen drive-through lanes from public view through the orientation of the building and through a combination of landscaping, berming and low screen walls. (See City development standards for Drive Through uses.) Provide canopies over the drive-through pick-up window designed in proportion to the building. The canopy should be constructed using the same building materials as the ones used for the building.	Consistent. The proposed retail/pharmacy store includes a canopy over the drive-through pharmacy window (east side). Proposed landscaping along the north side (along Citrus Ave.) will provide some screening of the drive-through lane; however, a condition of approval is also included requiring a 4'0" high decorative screen wall (e.g., stucco to match the building) to ensure adequate screening.

DESIGN GUIDELINES	PROPOSED PROJECT
24. For buildings that are placed near street frontages vending machines and newspaper racks are to be recessed into the building facade. Cabinets for electric meters are prohibited. All electrical meters shall be placed inside the building.	Consistent. Electrical cabinets and meters are to be placed within the buildings. A condition of approval is included to ensure compliance and will be verified in Plan Check.
25. Consider site amenities, such as walls, raised planters, hardscape, street furniture, trash enclosures, lighting, and monument signs, as part of the total architectural package for the project. Articulate and integrate bike racks and other components into design of buildings, placing racks in visible locations.	Consistent. The project plans carefully consider the landscaping and hardscape elements of the project. The Site Plan can accommodate multiple bike racks. See proposed landscape plan and hardscape plan.
27. Project signage must be incorporated into the overall architectural theme of a development. Sign programs shall consider different types of signage designed for pedestrian and auto orientation and shall develop ways to integrate the specific type of sign being used (building, monument, freeway oriented) to a project's design.	Consistent. Space for commercial signs are available on storefront facades, awnings, and/or blade signs. A sign program will be a separate and subsequent submittal after project entitlement.
II. Site Design	
1. Whenever possible, new structures should be clustered. This creates plazas or pedestrian mall and prevents long "barracks-like" rows of structures. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis, other open structures, open space planting scheme, plaza, pedestrian areas and enhanced paving.	Consistent. The proposed site plan arranges new buildings around a new central plaza at the new intersection of the West State and Third Street extensions. New buildings are placed at or near the front sidewalks which encourages pedestrian orientation in a downtown business district setting.

DESIGN GUIDELINES	PROPOSED PROJECT
2. Plot buildings to create plazas and logical pedestrian connections. Pedestrian walkways should connect public transportation, street access, parking lots, and buildings. Pedestrians should be able to access buildings without walking in drive aisles. Major pedestrian components should have amenities such as shade, adjacent landscaping, and visual interest. All intersections with drive aisles should be clearly marked and signed for safety.	Consistent. Proposed Building 1 will create a new central plaza, and logical pedestrian connections are provided throughout the project site (e.g., extensions of West State Street and Third Street, as well as pedestrian walkways and paseos). Pedestrian walkways will connect to public transportation, streets, parking lots, and buildings. Major pedestrian components will have amenities such as shade, street, trees, landscaping, and visual interest.
3. Recognize the importance of spaces between structures as "outdoor rooms" on the site. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and are not simply "left over" areas between structures. Outdoor spaces should provide pedestrian amenities such as shade, benches, water features, etc.	Consistent. Streets and walkways provide outdoor space for seating and dining, and a new central plaza area provides an "outdoor room" for various public events and activities. In addition, interior private courtyard areas and common open space (for residents) are placed outdoors.
4. For multiple buildings, vary building placement to avoid parking areas that dominate streetscape. This can be accomplished by placing buildings closer to the street and encircling the buildings around the parking area.	Consistent. Proposed mixed use buildings contain subterranean parking garages or above-ground parking structures for concealed parking areas (no surface parking lots are proposed within the mixed use development).
17. Design a projects circulation system to address needs of both motorists and pedestrians. Locate structures and on-site circulation systems to minimize pedestrian/vehicle conflicts where possible. Clearly delineate on site pedestrian walkways and link structures to the public sidewalk, and public transportation stops where possible with textured paving, landscaping, lighting, and trellises.	Consistent. Project circulation plans for access to motor vehicles, bicycles, pedestrians, bus stop adjacent to the project site, and train station within easy walking distance from the project site.
29. Screen trash enclosures, ground-mounted equipment and utilities from public view with landscaping or orientation of the building.	Consistent. Service areas are interior to the building. Any exterior ground-mounted equipment (e.g., electrical transformers) must be appropriately screened with walls, landscaping, and/or orientation of the buildings.

DESIGN GUIDELINES	PROPOSED PROJECT
32. Site Lighting: • All up-lighting should intersect with opaque surfaces to eliminate light pollution from stray light. Lighting for the American flag is an exception. • Select light fixtures that are consistent with the architectural style of a development • Mount exterior light fixtures at a height appropriate for the subject they are lighting. Pedestrian pathways and landscape beds can be illuminated from just a few feet off the ground. • Ensure that interior lighting angle of maximum candela is not directly visible through windows. • Consider highly efficient exterior lighting technologies such as LED and fluorescent induction lighting. • Interior illuminate signage shall be illuminated with LED. • Select fixtures with an appropriate beam spread for the subject they are lighting. Avoid “wall-pack” type fixtures that create nighttime glare. • Use full cut-off exterior lighting fixtures. • Do not overlight. Use the minimum foot-candles necessary to provide comfort and safety. Overlighting causes glare conditions that can actually decrease security. • Do not use low pressure sodium lighting. Specify fixtures with good color rendering. • Use reflective or light-colored lighting standards to optimize lighting efficiency and to reduce their visibility in daylight conditions. • Exterior lighting • The minimum level of illumination in parking areas is 1.0 foot-candles with the maximum allowable level of illumination 0.5 foot-candles at property line.	Consistent. All proposed site lighting is decorative and indicated a wide variety of styles consistent with the architectural themes of the proposed buildings (wall fixtures, light poles and illuminating bollards, overhead string lighting, indirect lighting, etc.). The site lighting plan provides information about fixture location and light coverage. In addition, photometric plans for each building will be required in Plan Check prior to building permit issuance.

DESIGN GUIDELINES	PROPOSED PROJECT
III. Project Landscaping	
1. Locate plants in response to architectural design and site planning. Plants can be used to keynote entries, contrast with or reinforce building lines and volumes, and soften hard lines or blank wall expanses. The City encourages developers to minimize turf, and use drought tolerant landscaping.	Consistent. The proposed planting plan and tree plan is designed to complement the building designs and site plan. The preliminary landscape plan indicates the proposal will comply with the City's water-efficient landscape ordinance.
2. Select plants for their year round interest, as well as their form, texture and shape values.	Consistent.
3. Use a mixture of evergreen and deciduous trees along streetscape for year round interest.	Consistent. All proposed trees are evergreen or deciduous.
4. A minimum of twenty-five percent (25%) shall be 24-inch box in size, and twenty-five percent (25%) shall be 36-inch box in size. The balance may be 15-gallon in size. All trees shall meet the following minimum caliper sizes. 15-gallon: 3/4" to 1" 24-inch box: 1-1/4" to 1-3/4" 36-inch box: 2-1/2" to 2-3/4"	Consistent. The proposed tree planting plan indicates the minimum tree size will be 24-inch box, with some selections to be 36-inch box or 60-inch box (specimen) sizes.
6. Provide canopy shade trees in parking areas. Parking area trees shall be selected from the City list of recommended shade trees for parking areas.	Consistent. The proposed retail store site has a surface parking lot, with 36-inch box shade trees throughout the parking lots.
7. Trees with a trunk height of not less than six (6) feet shall be installed in the planters at each end of an aisle, at three (3) space intervals throughout the parking area, and at 20-foot intervals along the periphery of the parking area. Planters shall be at least five (5) feet wide inside of curbing to accommodate tree growth, free of building interference. Individual tree wells shall not be considered as a substitute for continuous landscape planters to meet tree placement requirements.	Consistent. The proposed CVS store site has a surface parking lot, with 36-inch box shade trees throughout the parking lots (at approximately 3-space intervals within the parking lot and at 30-foot intervals along the street frontages) and at ends of aisles.

DESIGN GUIDELINES	PROPOSED PROJECT
8. Provide special landscape treatment, such as intensifying the density (size and/or number) of trees, accent trees, and special paving, at all project entries and building entrances.	Consistent. A condition of approval is included to allow detailed design (such as variation and clustering) at focal points and entries during the Plan Check process prior to permit issuance.
10. Street trees and on-site trees shall be coordinated with trees used on the opposite side of the street.	Consistent. The existing street trees immediately surrounding the project site lack consistent tree types and spacing, and the proposed project will introduce a more consistent street tree palette and spacing.
15. Use plants to define outdoor spaces such as street edge, outdoor plazas or movement paths between parking and building entrances.	Consistent. Landscape will frame edges, the outdoor plaza, and pedestrian paths.
17. Maintain adequate sight lines for motorists at intersections and driveways.	Consistent. Conditions of approval will ensure compliance with zoning code provisions pertaining to traffic sight safety at driveway intersections prior to permit issuance.

State Street Village Design Narrative

Overview

State Street Village reconstructs the heart of Redlands, a town center that has been through generational transformations, beginning with a typically American gridiron of small blocks filled with small buildings housing independent family businesses. Downtown Redlands was a charming and walkable urban center for a prosperous agricultural region, until its center was shattered in 1975 by a new pattern of business and a new scale of investment- a single shopping mall and its surface parking, breaking continuous street walls, and combining six small blocks into a single super-block according to the town-planning conventions of the time. Ultimately the mall failed as a commercial enterprise, and its vacant shell has remained as an obstacle to revitalization at the center of town. Today the dead mall superblock is surrounded by remnants of the original small block pattern and its eclectic mix of spirited architecture typical of Southern California towns: Spanish Mission revival, Craftsman Bungalows, Mediterranean contemporary, and pragmatic brick loft buildings. Located in the heart of town, the project stands among the historic artifacts of Redlands. State Street Village will celebrate heritage but avoid imitation and participate in the beginning of a new chapter of Downtown Redlands history.

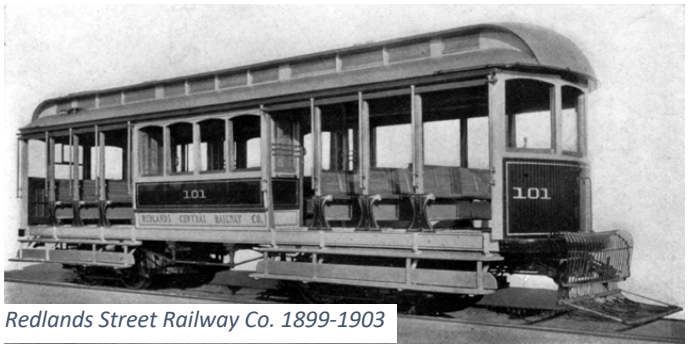


Orange and State Street 1903

History

Redlands stands out amongst other Southern California towns for its distinctive and rich heritage, and its level of growth and development around the turn of the century. Downtown Redland was built according to traditional town planning principles, the way that many communities were built prior to World War II.

Similar to other great small towns of the era, Downtown Redlands was human-scaled, with walkable streets and blocks, and beautiful buildings of different sizes and architectural styles. The pre-war buildings in Downtown Redlands were pedestrian-oriented and originally designed and built to accommodate people disembarking from streetcar and train lines. Transit was a catalyzing factor around the early growth of Redlands, as the town gained regional connectivity through the Southern Pacific, and Atchison, Topeka, and Santa Fe Railroads.



Redlands Street Railway Co. 1899-1903

The buildings that made up Downtown Redlands were 2, 3, and 4 stories in height, with varied massing (ups and downs, ins and outs, towers), different frontage types, and varied architectural elements. Beyond the scale and massing of buildings, Downtown Redlands had a compelling mix of architectural styles including Main Street Commercial, Traditional Brick, Craftsman, Mediterranean, and Victorian.



State St and Orange St 1940's

The current mall site was home to several lost historic buildings as well. Before the Mall was built in the mid-1970s, the 12-acre site was a mixed-use, pedestrian-oriented Downtown district. The site was broken up into multiple blocks with a variety of buildings. The Intersection of State Street and Orange Street was the most important commercial corner of Downtown from the outset- dating back to the late 1800s. The First National Bank and La Posada occupied the west corners of the intersection of State Street and Orange Street for decades.

Built in 1931 by Arthur Gregory, La Posada Hotel was a beautiful mixed-use Spanish Colonial Revival building in the heart of Redlands Historic Downtown. The luxurious hotel was the center of civic life in Redlands, a place of commerce and hospitality, and a beacon to visitors. La Posada was located on the northwest corner of State and Orange Street until it was demolished in the 1970s to make way for the mall.

In the mid-1970s, six human-scaled city blocks and multiple historic buildings were demolished to make way for the Redlands Mall. Completed in 1977, the Redlands Mall was an indoor mall surrounding by an enormous surface parking lot. The Mall was successful for several decades and served as a community gathering place and commercial hub. The Redlands Mall began to decline in the mid-1990s and eventually closed for good in 2010.

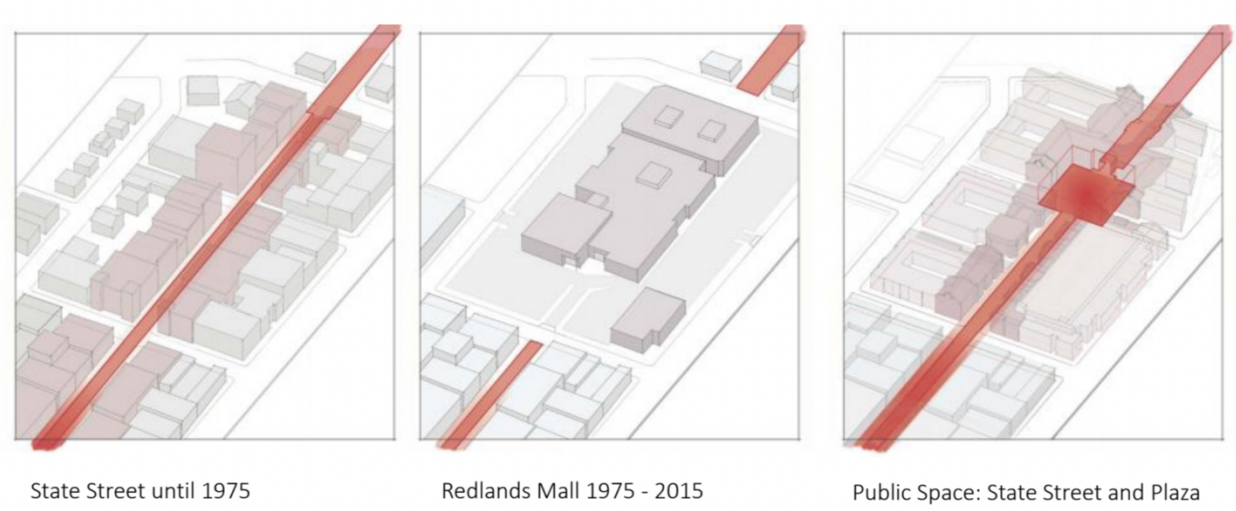


La Posada Hotel 1931-1975

Design Overview

State Street Village mark the beginning of a new chapter for this historic site in the heart of Downtown Redlands. State Street Village will recapture the lost vitality and community value of its historic predecessors, La Posada and the Mall, and provide new commercial opportunities and housing in the heart of Downtown. The architectural and urban design of State Street Village honors and builds upon the site's rich heritage but maintains authenticity of design and avoids historic mimicry. In keeping with Downtown Redlands' historic precedent of walkable blocks and diverse architectural styles, the design of State Street Village is differentiated and granular in both massing and architectural styles.

In the proposed design, the continuity and central importance of State Street as a vehicular, bicycle, and pedestrian link between downtown and the West-side is restored. Most importantly, the project and the whole of downtown is centered on a grand and lively new public square, State Street Plaza. The project not only houses a rich, mixed-use program of housing, amenities, retail, restaurants, and bars – the architecture shapes and brings coherence to a new network of public spaces centered on the plaza. Approaching State Street Plaza on State Street from the east and from the west, the vista is terminated by a grand arch with a pedestrian and bicycle path passing thru it, from the Plaza on the east, to an equally grand Garden Walk, descending to Eureka Street on the west.



Important facts and features of the project include the following:

- The project contains approximately 700 residential units, 72,000 sq ft of retail and 12,000 sq ft of office space – in three and four story buildings to relate to the surrounding context.
- Each of the blocks has structured parking, including above-grade and subterranean structures.
- All parking is accessed from perimeter streets, with no parking access or thru traffic on the pedestrian oriented streets, State and 3rd. These streets, internal to the project, can be closed to vehicles on festival or market days.
- The diagonal Zanja drainage easement near the corner of Eureka and Redlands provides a welcome note of eccentricity in the gridiron plan and the amenity building on block B-1.
- Village residents access the amenity building and pool (Wellness Complex) via a direct formal passage from Redlands Plaza to a grand poolside arcade.
- Third Street connects with the new Metrolink and Arrow Station, south of the site, with a relocated CVS store terminating the 3rd street vista

The architectural expression of this large new project makes gestures and references to the eclectic, quite varied small buildings of the past, honors their casual stylistic clashes, but avoids mimicking them with theme-park artificiality or superficial changes of expression that are only skin deep. The most exuberant architectural flourishes mark the corners of Redlands Plaza, the Garden Walk, Redlands Boulevard, and Citrus/Eureka. At these places, the buildings pay tribute to three great California architects - Irving Gill, Willis Polk and Arthur Brown - who so elegantly navigated the transition from 19th century revivalism to the modern world. Redlands as it was originally conceived and built benefitted from the same rich mix of cultural influences that shaped their iconic works. We honor their contributions to California architecture as a living heritage that can inform contemporary development realities and building practice. The new mixed-use frontage of revived State Street, Redlands Plaza, the grand arch and the Garden Walk together constitute a new centerpiece for the contemporary demographic and economic vitality of Redlands. The surrounding blocks are continuous, permeable, mixed-use urban fabric, framing the centerpiece, knitting into the town, and providing a brave new chapter to a rich and complex urban history.

State Street Plaza

State Street Plaza will be the next great public space in Redlands, a joyful place for community members to connect and create memories. The Mission Revival architecture and grand arch provide an evocative and distinguished frame to this plaza that will be social heart of State Street Village. This public pedestrian plaza will be a flexible and welcoming public space framed by outdoor dining and retail. The design provides moments of intimacy as well as openness while providing flexibility for outdoor events and programming be a platform for shared experiences and seasonal events. The plaza accommodates multiple scales of gathering spaces - al fresco dining, quiet moments, and larger gatherings. Landscape and lawn provide shading, height and cooling effects in the plaza, taking into consideration the hot summer climate in Downtown Redlands. The grand architectural arch in the center of the plaza will provide a pedestrian connection to the West side of State Street.



State Street Plaza at Third & State

State Street

The connection between the Plaza and historic East State Street will be a pedestrian-oriented retail street that reunites East and West State Street and expands the existing pedestrian district. State Street will be lined with walkable shops, restaurants, and services on the ground floor, with residential on the upper floors. A pedestrian paseo will provide a beautifully designed pedestrian connection between Citrus and State Street.



State Street Looking West

Pedestrian Paseo

A pedestrian paseo creates a generous pedestrian realm and allows convenient walkable access between Citrus and State Street. Taking inspiration from Redlands' iconic Orange Street Alley, this paseo will help to create an attractive and welcoming pedestrian environment. The small park-like space is a moment of discovery leading pedestrians to 4th Street and neighborhoods south, including the A.K. Smiley Library and the Redlands Bowl. Off the noisier streets, the paseo becomes an intimate escape. An amazingly lush environment is contained within the microclimate of the narrow space between residential buildings.



Pedestrian Paseo between State and Citrus

Orange Street & State Street

The corner of State Street and Orange Street was historically the most commercial important intersection in Downtown Redlands, dating back to the late 1800s. Mixed-use buildings inspired by the historic architecture of downtown Redlands reintroduce the architectural importance of this historic intersection and provide a new gateway into State Street Village. The contrasting architecture on the corners provide a nod to the historic architectural vernacular of the neighborhood and reintroduce this prominent intersection.


Orange and State

Redlands Boulevard

A mixed-use building at the corner of Redlands Boulevard and Orange Street will provide creative office space for local businesses and a rooftop restaurant. Hidden from view on the street, a multi-level parking structure will provide off-street parking for office and retail uses on this block. This corner exemplifies the juxtaposition of old and new Redlands found throughout State Street Village- the neoclassical columns at street level evoke the lost architecture of the First National Bank, while the shaded rooftop restaurant provides a new elevated way to experience Downtown Redlands.



Redlands and Orange

Redlands and Third

Redlands Boulevard and Third Street will be a new iconic gateway, reintroducing Third Street and connecting State Street Village to the upcoming Downtown Arrow Line Station at the historic Santa Fe Depot. Ground floor retail and restaurants on both corners will create a lively commercial edge and invite visitors to explore State Street Village and greater Downtown. On the East side of the intersection, a sophisticated modern Mediterranean mixed-use building is punctuated by a new landmark tower that draws inspiration from Redlands' iconic towers.



Redlands and Third



Redlands and Third

On the West side of the Redlands and Third intersection, an understated brick building maintains the authentic simplicity of traditional red brick buildings seen so often in the built history of downtown Redlands.

Redlands Boulevard & Eureka Street

The lantern-inspired building at the corner of Redlands Boulevard and Eureka Street provides a clean and biophilic counterpart to its classically-inspired neighbors. This corner is home to the State Street Village Wellness Complex, a community amenity building for residents that will provide state-of-the-art fitness and wellness amenities in a beautiful space bathed in natural light. The Wellness Complex frames a central pool courtyard, complete with lush landscaping, barbeque amenities, and a dog park.



Redlands and Eureka

State and Eureka


State & Eureka: Garden Walk

A pedestrian paseo at State and Eureka, called the Garden Walk, provides a new and pleasant pedestrian and bicyclist connection through State Street. Three-story buildings line Eureka Street and frame the garden walk. These human-scaled buildings include varied massings and façade lengths, with Mission-revival architecture interspersed with traditional brick.

Citrus and Eureka


Citrus & Eureka

At the intersection of Citrus and Eureka, a new landmark tower provides a sense of place and a reference to the neighboring 1935 G. Stanley Wilson Post Office. Three-story buildings fronting the street are inspired by the Mission Revival and Traditional Brick architectural traditions of Redlands. Porches and stoops provide private outdoor space for residents, and creates an active and neighborly street condition.

Citrus Avenue & Orange Street

Sensitively-massed and articulated three-story buildings at Citrus Avenue and Orange Street seamlessly blend into the existing neighborhood context. Lush landscape along the street provides a comfortable and enjoyable pedestrian environment. The human scaled buildings evoke the Mission Revival and Traditional Brick architecture of the lost buildings that once occupied Citrus Avenue & Orange Street.



Citrus & Orange

State Street Village Project

Sustainable Communities Environmental Assessment

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Contents

1 INTRODUCTION 1
1.1 Project Description Summary 1
1.2 Background Information on Senate Bill 375 and the SCEA 1
1.3 Transit Priority Project Criteria 1
1.4 SCEA Process and Streamlining Provisions 2
1.5 Required Findings 2
1.6 Organization of the SCEA 3

2 ENVIRONMENTAL SETTING 4
2.1 Project Location 4
2.2 Existing Project Site 4
2.3 Existing Land Uses and Zoning Designation of the Project Site 4
2.4 Surrounding General Plan and Zoning Designations 4

3 PROJECT DESCRIPTION 21
3.1 Proposed Project 21
3.1.1 Project Overview 21
3.1.2 Project Features 21
3.1.3 General Plan and Zoning 23
3.1.4 Construction and Phasing 24
3.1.5 Discretionary Approvals, Permits, and Studies 24

4 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT CRITERIA 33
4.1 Senate Bill 375 33
4.2 Transit Priority Project Criteria 33

5 INCORPORATION OF 2020-2045 RTP/SCS PROGRAM EIR MITIGATION MEASURES 41
5.1 Incorporation of Feasible Mitigation Measures, Performance Standards, and Criteria from Prior Applicable EIRs 41

6 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ANALYSIS/ INITIAL STUDY CHECKLIST 107
6.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 107
6.2 DETERMINATION 108
6.3 ENVIRONMENTAL CHECKLIST QUESTIONS 110

7 DOCUMENT PREPARERS AND CONTRIBUTORS 210

8 REFERENCES 211

Tables

Table 2-1: Assessor's Parcel Numbers 4
Table 3-1: Residential Unit Breakdown 21
Table 3-2: Parking Breakdown by Garage 22
Table 4-1. Consistency Analysis with the 2020-2045 RTP/SCS Policies 34
Table 4-2. Proposed Land Use 37
Table 5-1. Project Consistency with 2020-2045 RTP/SCS PEIR Mitigation Measures 42
Table AQ-1: SCAQMD Regional Daily Emissions Thresholds 116
Table AQ-2: Project Construction Emissions and Regional Thresholds 117
Table AQ-3: Project Operational Emissions and Regional Thresholds 118
Table AQ-4: Localized Significance Summary of Construction 119
Table AQ-5: Localized Significance Summary of Operations 119
Table E-1: Construction Equipment Fuel Consumption Estimates 127
Table E-2: Construction Worker Fuel Consumption Estimates (LDA) 128
Table E-3: Construction Worker Fuel Consumption Estimates (LDT1) 128
Table E-4: Construction Worker Fuel Consumption Estimates (LDT2) 129

TABLE E-5: CONSTRUCTION VENDOR FUEL CONSUMPTION ESTIMATES (MHDT) 129
TABLE E-6: CONSTRUCTION VENDOR FUEL CONSUMPTION ESTIMATES (HHDT) 129
TABLE E-7: CONSTRUCTION HAULING FUEL CONSUMPTION ESTIMATES (HHDT) 129
TABLE E-8: TOTAL PROJECT-GENERATED TRAFFIC ANNUAL FUEL CONSUMPTION 130
TABLE E-9: PROJECT ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY 131
TABLE GHG-1: TOTAL PROJECT GHG EMISSIONS 140
TABLE HYD-1: TYPES OF BMPS INCORPORATED INTO THE PROJECT DESIGN 149
TABLE LU-1: GENERAL PLAN CONSISTENCY 153
TABLE N-2: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS 170
TABLE N-3: CONSTRUCTION EQUIPMENT NOISE LEVELS 174
TABLE N-4: CONSTRUCTION EQUIPMENT NOISE LEVEL COMPLIANCE 175
TABLE N-5: EXISTING CUMULATIVE WITH PROJECT TRAFFIC NOISE LEVEL INCREASES 176
TABLE N-6: 2025 CUMULATIVE WITH PROJECT TRAFFIC NOISE LEVEL INCREASES 176
TABLE N-7: PROJECT OPERATIONAL NOISE LEVEL COMPLIANCE 177
TABLE N-8 DAYTIME PROJECT OPERATIONAL NOISE LEVEL CONTRIBUTIONS 178
TABLE N-9 NIGHTTIME OPERATIONAL NOISE LEVEL CONTRIBUTIONS 178
TABLE N-10 PROJECT CONSTRUCTION VIBRATION LEVELS 180
TABLE T-1: PROJECT TRIP GENERATION 191
TABLE UT-1: PROPOSED PROJECT ESTIMATED WASTEWATER GENERATION 201
TABLE UT-2: SOLID WASTE GENERATION DURING PROJECT OPERATION 203

Figures

FIGURE 2-1: REGIONAL LOCATION 7
FIGURE 2-2: LOCAL VICINITY 9
FIGURE 2-3: AERIAL 11
FIGURE 2-4A: EXISTING SITE PHOTOS 13
FIGURE 2-4B: EXISTING SITE PHOTOS 15
FIGURE 2-5: EXISTING GENERAL PLAN DESIGNATION 17
FIGURE 2-6: EXISTING ZONING DESIGNATION 19
FIGURE 3-1: CONCEPTUAL SITE PLAN 25
FIGURE 3-2A: ELEVATIONS 27
FIGURE 3-2B: ELEVATIONS 29
FIGURE 3-3: LANDSCAPE PLAN 31
FIGURE 4-1: TRANSIT PRIORITY AREAS 39
FIGURE N-1 NOISE MEASUREMENT LOCATIONS 172
FIGURE N-2: RECEIVER LOCATIONS 173

Appendix

Appendix A. Air Quality Impact Analysis
Appendix B. Cultural and Paleontological Resources Assessment
Appendix C. Energy Analysis
Appendix D. Geotechnical Engineering Analysis
Appendix E. Greenhouse Gas Analysis
Appendix F. Phase I Environmental Site Assessment
Appendix G. Preliminary Water Quality Management Plan
Appendix H. Noise Impact Analysis
Appendix I. Traffic Assessment
Appendix J. Vehicle Miles Travelled Screening Evaluation
Appendix K. Water Supply Assessment

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 State Street Village (Project; proposed Project). The Project site is comprised of multiple parcels bordered by a public alleyway, Citrus Avenue, Orange Street, Redlands Boulevard, and Eureka Street. Three commercial buildings (Redlands Mall) and surface parking lots are currently located on the Project site. The Project would demolish the existing structures to construct the Project.

The Project proposes to demolish the existing building and the development of six 3- to 4-story mixed-use buildings consisting of 700 multifamily dwelling units, 71,778 square feet (SF) of ground-floor retail, approximately 12,328 SF of office space, amenity areas, community building, and a 1,721 SF rooftop restaurant space with a rooftop deck. A 14,500 SF drugstore with drive through and surface parking lot is proposed for the area south of Citrus Avenue.

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 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 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 between Redlands Boulevard, Eureka Street, Citrus Avenue, and Orange Street with an outparcel south of Citrus Avenue between Eureka Street and Fourth Street 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 Orange Street/Cajon Street, Redlands Boulevard, Citrus Avenue, and Eureka Street, as shown on Figure 2-2, *Local Vicinity*.

2.2 Existing Project Site

The Project site encompasses approximately 12.25-acres and 11 parcels of land with Citrus Avenue between the main parcel and outparcel. The 11 Assessor's Parcel Numbers (APNs) of the Project site are listed in table 2-1 below.

Table 2-1: Assessor's Parcel Numbers

0171-053-01	0171-251-06
0171-053-02	0171-251-07
0171-053-03	0171-251-08
0171-053-04	0171-251-09
0171-053-05	0171-251-10
0171-053-06	

The Project site is completely developed with three commercial buildings associated with the Redlands Mall 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 2-4A and 2-4B, *Site Photos*.

2.3 Existing Land Uses and Zoning Designation of the Project Site

As shown on Figure 2-5, *General Plan Land Use Map,* the Project site has three different General Plan designations. The 11.08-acres north of Citrus Avenue are designated as Commercial (with a linear designation of Parks/Golf course overlaying the designation), which allows commercial development. The 1.17-acres south of Citrus Avenue are designated as Public/Institutional, which allows for public services, buildings, and related facilities. The Public/Institutional designation also allows for development of residential uses at a density of up to 15 du/acre. 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, residential area within the City of Redlands as described below:

North: Immediately north of the Project site is Redlands Boulevard followed by commercial uses, designated as Commercial and zoned Specific Plan 45 Town Center Historic (SP45/TC-H). 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 A.K. Smiley Public Library. Areas to the south of the Project site are designated as Public/Institutional and Medium Density Residential by the Redlands General Plan, and zoned General Commercial (C-3), Administrative and Professional Office (A-P), and Transitional (T).

East: Directly to the east of the Project site are 4th Street and Orange Street followed by office buildings, the Redlands Police Department Annex, commercial buildings, and restaurants. 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), Specific Plan 45 Town Center Historic (SP45/TCH), and Open Space (O).

West: Directly to the west of the Project site is Eureka Street followed by the Redlands U.S. Post Office and commercial buildings. Areas to the west of the Project site are designated as Public/Institutional and Commercial by the Redlands General Plan, and zoned Administrative and Professional Office District (A-P) and General Commercial (C-3).

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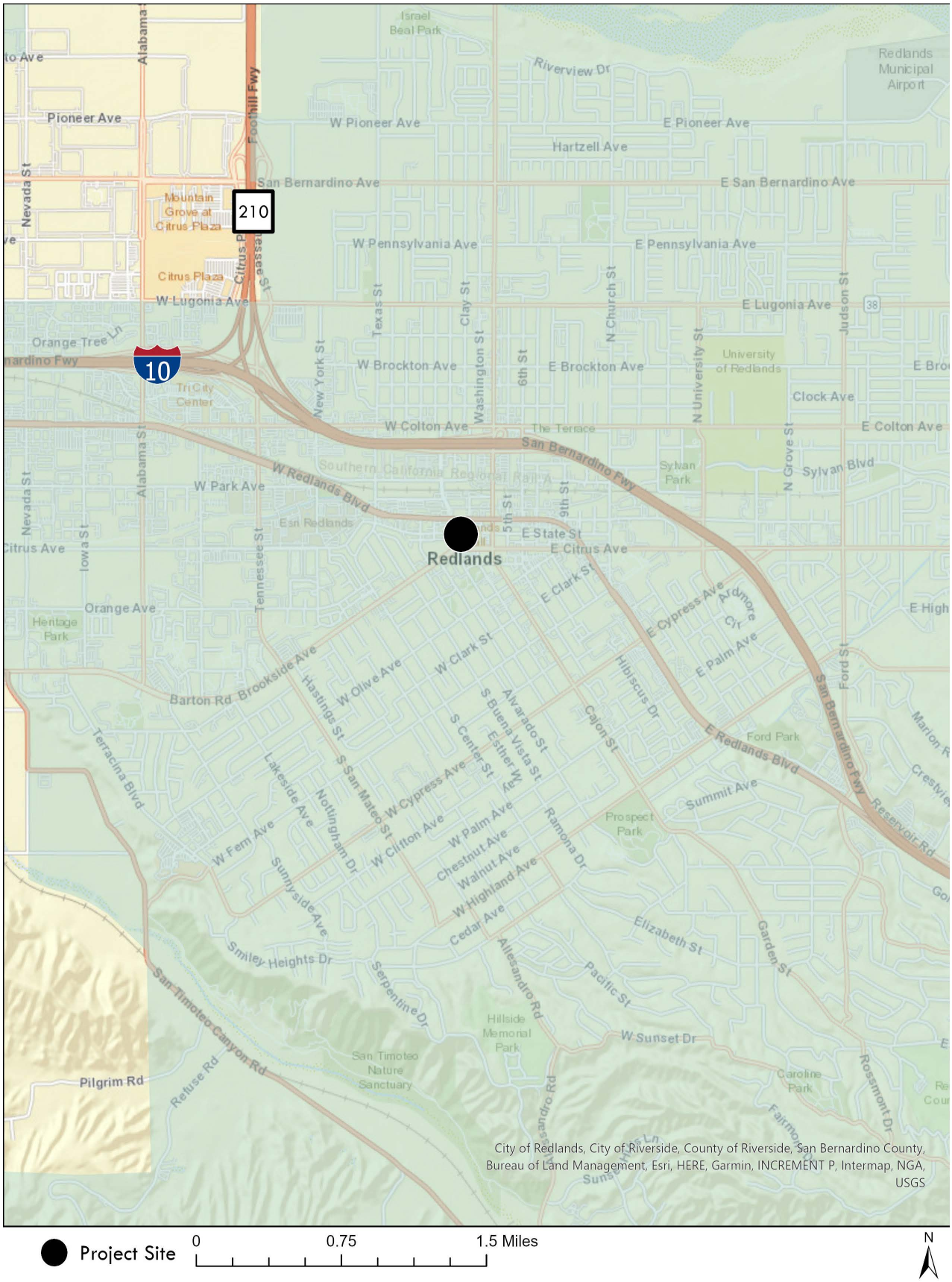
Regional Location



SCEA State Street Village Project

Figure 2-1

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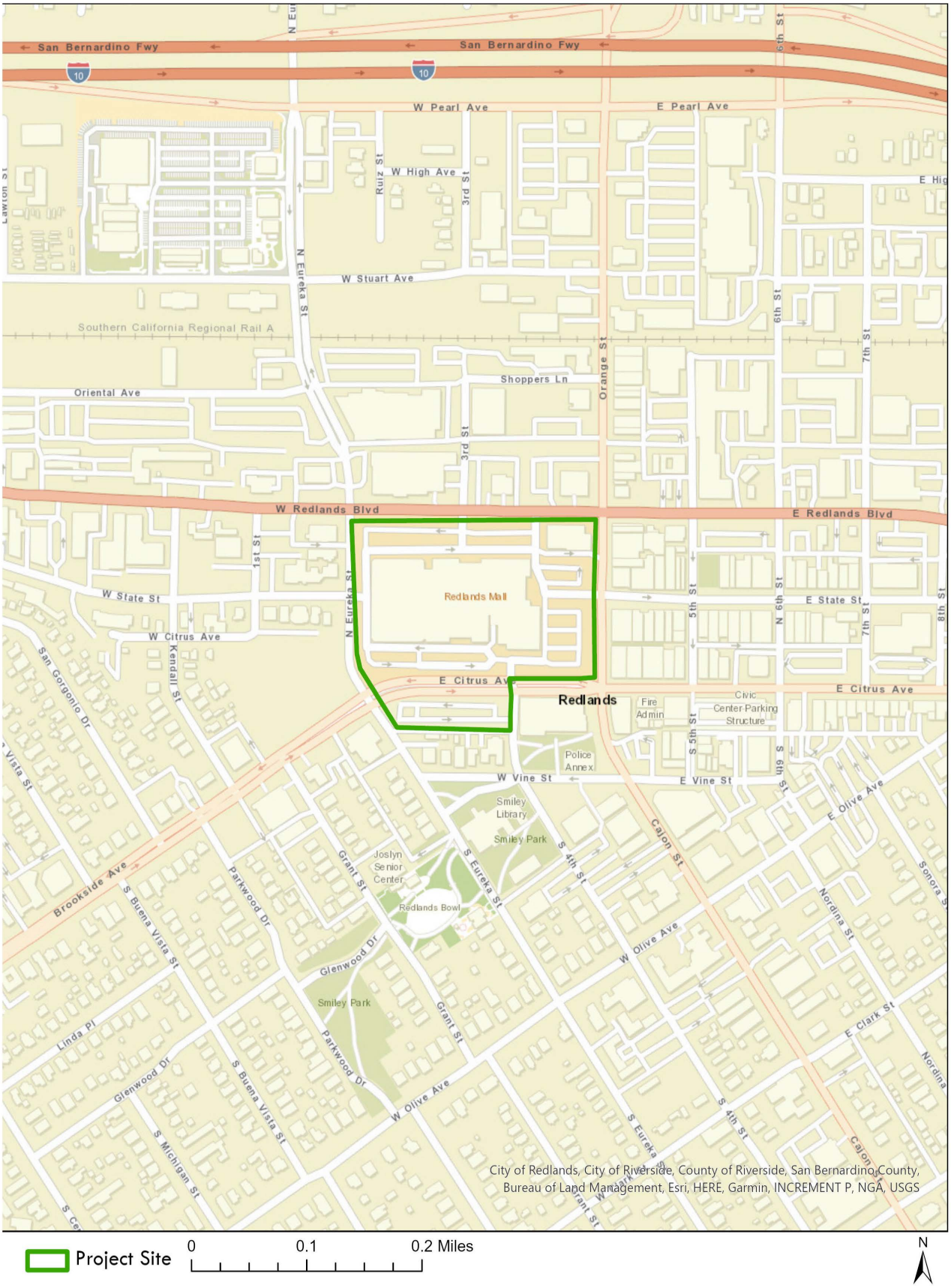
Local Vicinity



SCEA State Street Village Project

Figure 2-2

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Aerial View



SCEA State Street Village Project

Figure 2-3

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Existing Site Photos



Existing views looking north towards the Project Site from W Citrus Avenue.



Southbound views of the southern portion of the Project Site from W Citrus Avenue.



Eastbound views of the western boundary of the Project Site from Eureka Street.

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Existing Site Photos



Existing views looking south towards the Project Site from Redlands Boulevard.



Westbound views of the eastern portion of the Project Site from Orange Street.



Southbound views of the northern boundary of the Project Site from Redlands Boulevard.

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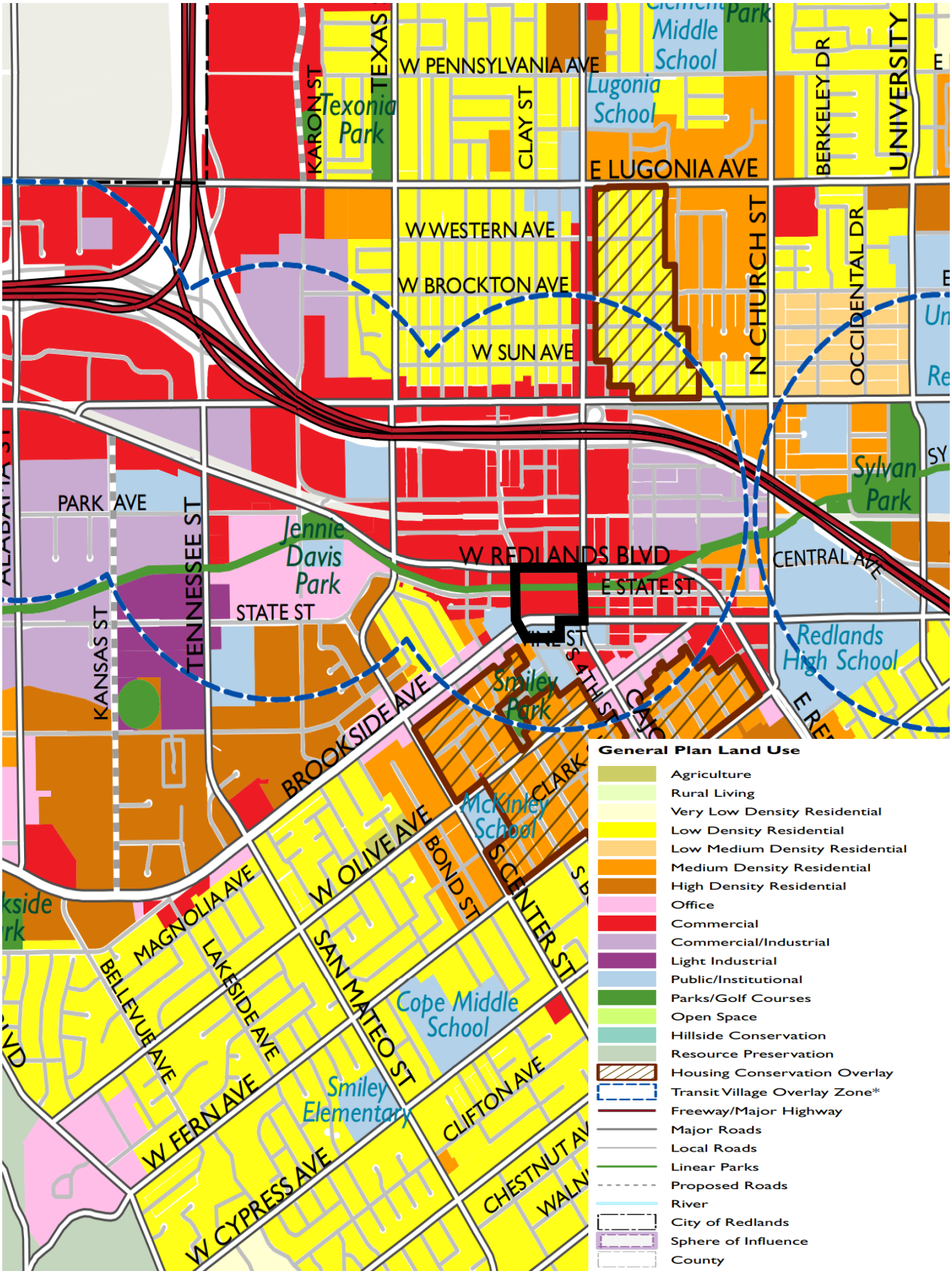
Existing General Plan Designation



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Existing Zoning Designation



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3 PROJECT DESCRIPTION

3.1 Proposed Project

3.1.1 Project Overview

The Project proposes to demolish all three buildings, surface parking and related infrastructure and to redevelop the site with a mixed-use development. The Project includes multi-family residential units, ground-floor retail space, office space, a roof top restaurant, a recreational building, a drug store, and public open space areas. The Project would also develop three parking garages/structures. The Project includes 700 multifamily dwelling units, 71,778 SF of ground-floor retail, approximately 12,328 SF of office space, amenity areas, a community building, and a 1,721 SF rooftop restaurant space with a rooftop deck. A 14,500 SF drugstore with drive through and surface parking lot is proposed for the area south of Citrus Avenue, as shown on Figure 3-1, *Conceptual Site Plan*. The Project also includes the extension of 3rd Street and extension of State Street, as described below.

3.1.2 Project Features

Architectural Design

The Project proposes buildings that range from 30 feet in height to 66 feet in height. Buildings 1, 4a, and 4b would vary in height from 3-stories (30 feet) to 4-stories (66 feet). Building 3 would be 2-stories in height above the pool deck, or 50 feet and approximately 58 feet to the tower element. The majority of Building 2 would be 4 stories and approximately 56 feet in height and includes a rooftop restaurant, as shown on Figures 3-2A and 3-2B, *Elevations*. The proposed drug store would be 30-feet in height with a 45-foot tower element at the entrance. The towers in Buildings 1 and 3, which would serve as architectural projections, would extend to 73 feet in height. The tower in Building 2, which would serve as an architectural projection, would extend to 76 feet in height.

As shown in Figures 3-2A and 3-2B, 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 700 multi-family residential units in five 3- and 4-story buildings for a density of 57.1 dwelling units per acre. The residential units would include live/work, studio, one-bedroom, two-bedroom, and three-bedroom floor plans that range from approximately 424 SF to 1,470 SF. Residential unit breakdown for each building is provided in Table 3-1.

Table 3-1: Residential Unit Breakdown

Building	Live/Work	0-Bd	Studio	1-Bd	2-Bd	3-Bd
Building 1	7	0	41	152	112	32
Building 2	0	0	38	76	18	2
Building 3	0	0	12	6	2	0
Building 4a	0	28	0	53	17	0
Building 4b	0	24	0	51	29	0
Total	**7**	**52**	**91**	**338**	**178**	**34**

The residential buildings would also include approximately 7,611 SF of private amenity space, including bike storage and mail rooms. Additionally, Buildings 1, 4a, and 4b would include private interior courtyard areas, as shown on Figure 3-1, *Conceptual Site Plan*.

Commercial Space

The Project would develop approximately 71,778 SF of street-facing, ground floor retail space beneath proposed residential units in Buildings 1, 2, 4a, and 4b. The Project would also develop a 1,721 SF rooftop restaurant with associated deck space above the fourth floor of Building 2. Additionally, a 14,500 SF drug store would be constructed on the site south of Citrus Avenue. The drug store would include a drive thru and surface parking.

Office Space

The Project would develop approximately 12,328 SF of first through third floor office space in Building 2 on the southwest corner of Redlands Boulevard and Orange Street.

Circulation and Parking

The Project would extend 3rd Street from its current terminus at Redlands Boulevard, south to Citrus Avenue. Additionally, State Street would be extended from where it currently terminates at Orange Street, west to the 3rd Street extension. The Project includes a public right-of-way dedication along Redlands Boulevard and a public right-of-way dedication along Citrus Avenue, as shown on Figure 3-1, *Conceptual Site Plan*.

The Project proposes a 6-level parking structure on the southwest corner of Orange Street and Redlands Boulevard to serve Building 2, with approximately 686 parking spaces. Access to this parking structure would be provided from two ingress/egress driveways on Redlands Boulevard. Additionally, the Project would provide two subterranean parking garages under Buildings 1, 3, 4a, and 4b. The garage for Buildings 4a and 4b would be accessed from one ingress/egress driveway on Orange Street and includes approximately 225 parking spaces. The garage for Buildings 1 and 3 would be accessed from two ingress/egress driveways on Eureka Street and includes approximately 269 parking spaces. A breakdown of the total parking required and provided for the Project is shown in Table 3-2.

Table 3-2: Parking Breakdown by Building Garage

	Shared Commercial/Guest	Residential	Total
Buildings 1 and 3	-	269	269
Building 2	414	272	686
Buildings 4a and 4b	-	225	225
Total Parking Provided	414	766	1,180
Total Parking Required[1]	**406**	**761**	**1,167**

[1]Parking requirements were adjusted per the proposed Transit Villages Specific Plan requirements

Bike storage rooms would be provided on the ground floors of Buildings 4a and 4b and would be accessed from the exterior of the buildings.

The drug store site would include a surface parking lot with one access point from Citrus Avenue and two access points from the public alleyway. The surface parking lot would provide 61 parking spaces, 3 spaces above the 58-space requirement. The drug store would also include a drive thru for the pharmacy.

Recreation and Open Space

The Project would provide approximately 102,525 SF of common recreational space. Private recreational space would be provided with two stories of indoor recreational space within Building 3, which would include a yoga room, male and female locker rooms, co-working space, lounge, and classroom. The private recreational building would also include a 1,915 SF pool and 4,201 SF pool deck. Private open space would also include courtyards within Buildings 1, 3, 4a, and 4b. Public open space would be included within an approximately 22,742 SF pedestrian plaza and approximately 13,192 SF garden walk at the western terminus of State Street. The public pedestrian paseo would traverse east-west to connect the proposed

terminus of State Street to Eureka Street. A second approximately 9,568 SF public pedestrian paseo would traverse north-south between the State Street extension to Citrus Avenue between Buildings 4a and 4b.

Landscaping

The Project would install new drought tolerant ornamental landscaping throughout the Project site, as shown on Figure 3-3, *Landscaping Plan*, which would include 15 gallon and 24-inch box trees, such as: Southern Live Oak, London Plane Tree, Camphor Tree, Marina Madrone, Jacaranda, Mexican Fan Palm, Brisbane Box, Desert Museum Palo Verde, and Chitalpa. In addition, a variety of ornamental shrubs and groundcovers would be installed.

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 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 extend 3rd Street from its current terminus at Redlands Boulevard south to terminate at Citrus Avenue. The Project would also extend State Street from its existing terminus at Orange Street west to the proposed 3rd Street extension.

The Project would construct new 8-foot-wide sidewalks along Redlands Boulevard, Eureka Street, Citrus Avenue, Orange Street, 3rd Street, and State Street. The Project would also stripe new bike lanes along Citrus Avenue and Orange Street.

Water

The Project would install new onsite potable water infrastructure and install 12-inch domestic water lines within the 3rd Street and State Street extensions that would connect to existing 12-inch domestic water lines in Redlands Boulevard, Eureka Street, Citrus Avenue, and Orange Street. Additionally, the Project would install fire water lines onsite that would connect to the existing and proposed 12-inch domestic water lines in the rights-of-way.

Sewer

The Project would remove the existing 8-inch sewer line in Lot 2 and Lot 6 and install new 8-inch sewer lines in the 3rd Street and State Street extensions that would connect to the existing 21-inch sewer line in Citrus Avenue. The Project would also construct onsite sewer lines that would connect to the existing sewer line in Redlands Boulevard.

Drainage

The Project would remove the existing storm drain in Lot 2 and install new storm drain lines throughout the site and within the 3rd Street and State Street extensions. Additionally, the Project would install multiple planter boxes for stormwater infiltration and an infiltration chamber under the proposed public plaza at the terminus of State Street. Courtyards above proposed parking garages would drain to chambers in the garages where stormwater would then be pumped to the infiltration chamber. The existing Mill Creek Zanja Channel Easement would be protected in place.

3.1.3 General Plan and Zoning

As shown on Figure 2-5, *Existing General Plan Designation,* the Project site has three different General Plan designations. The 11.08-acres north of Citrus Avenue are designated as Commercial and the 1.17-acres south of Citrus Avenue are designated as Public/Institutional. The entire Project site is within the Transit Village Overlay.

The Project would include a General Plan Amendment to change the parcels south of Citrus Avenue from Public/Institutional to Commercial in order to be consistent with the existing General Commercial (C-3) zoning

As shown on Figure 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.

3.1.4 Construction and Phasing

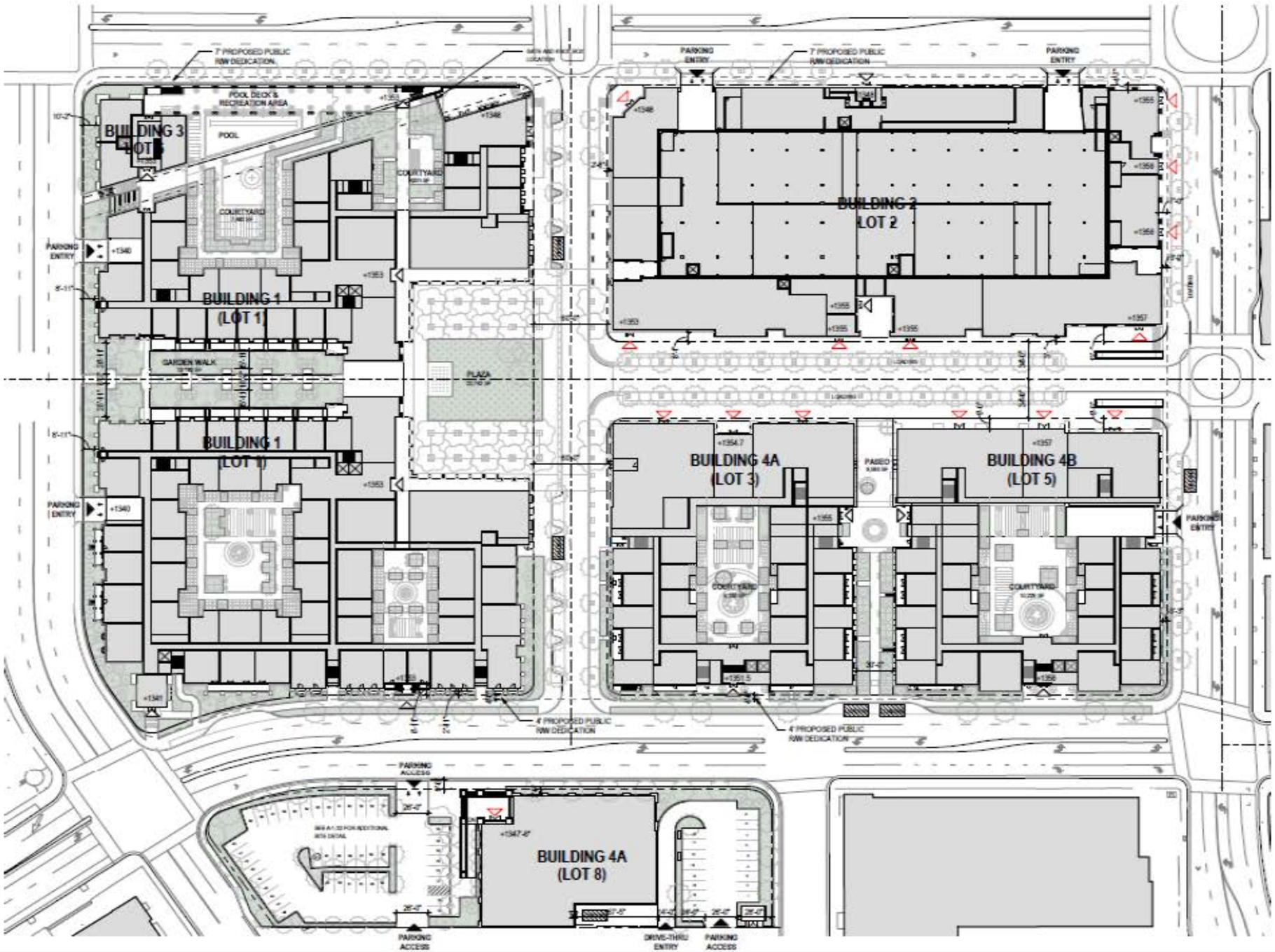
Construction activities would include the following: (1) demolition of the existing structures, pavement, septic system and other infrastructure, and landscaping; (2) grading and excavation; (3) construction of drainage, utilities, and subgrade infrastructure; (4) building construction; and (5) paving and application of architectural coatings. Proposed building construction would occur in three phases. In Phase 1 the Project would construct Buildings 1, 3, and 5. In Phase 2 the Project would construct Building 2. In Phase 3 the Project would relocate CVS and construct Buildings 4a and 4b. The proposed excavation and grading of the Project site would result in export of 46,000 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).

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:

- **Vesting Tentative Tract Map** to create eight (8) parcels and allow dedication of public streets and pedestrian paseos north of Citrus Avenue.
- **Parcel Consolidation** to consolidate the five parcels south of Citrus Avenue into one legal parcel.
- **General Plan Amendment** to redesignate the parcels south of Citrus Avenue from Public/Institutional to Commercial.
- **Conditional Use Permit** to allow residential combined with nonresidential uses in the C-3 zoning district.
- **Development Agreement** that would include a phasing plan and outline public benefits of the Project.

Conceptual Site Plan



SCEA State Street Village Project

Figure 3-1

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1 B2 WEST ELEVATION
1/16" = 1'-0"



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1 B2 EAST ELEVATION
1/16" = 1'-0"



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Conceptual Landscape Plan



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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 proposed Project would include five 3- to 4-story buildings with approximately 700 multi-family dwelling units, 71,778 SF of ground-floor retail, approximately 12,328 SF of office space, amenity areas, community building, and a 1,721 SF rooftop restaurant space with a rooftop deck. The Project also includes a 686-stall, 6-level parking structure and two single level subterranean parking structures with 269 and 228 stalls. Recreational areas include a public green space fronting Third Street, as well as a stand-alone approximately 6,000 SF two-story recreational amenity building with resort style pool and spa. A drugstore of 14,500 SF in a single-story building with drive through and surface parking lot is planned for the out-parcel site south of Citrus 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 57.1 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 be developed at a greater intensity than the development that currently exists on the Project site and would provide mixed-use development, including housing, on an infill 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. Additionally, the Project would stripe a bike lane on Citrus Avenue and provide bike storage. 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 would develop approximately 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and 14,500 SF drugstore 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 700 apartment units and condos which would include live-work units, studios, zero-bedrooms, one-bedrooms, two-bedrooms, and three-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 currently serves as a commercial mall and parking lots. 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 0.25-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 700 apartment units and condos which would include live-work units, studios, zero-bedrooms, one-bedrooms, two-bedrooms, and three-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 0.25-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, FAR, and percentage of use for the site. The Project would include 989,726 SF of residential use (including residential amenities), 71,778 SF of ground-floor commercial space, 14,500 SF drug store, approximately 12,328 SF office and 1,721 SF rooftop restaurant.

Table 4-2. Proposed Land Use

Land Use	Units/Square Feet	Percentage of Use
Residential & Residential Amenity	700 units, 975,226 SF	90.9%
Commercial/Restaurant	87,999 SF	8.1%
Office Space	12,328 SF	1.0%
Total Floor Area	**1,075,553 SF**	**100%**

As shown on Table 4-2, overall, the Project includes a total floor area of approximately 1,075,553 square feet with approximately 90.9 percent dedicated to residential uses. Residential uses would include approximately 975,226 SF of floor area and up to 700 dwelling units, including live-work units, studios, zero-bedrooms, one-bedrooms, two-bedrooms, and three-bedrooms.

New commercial space with retail and restaurant uses would be approximately 8.1 percent of uses, as 87,999 SF of commercial uses would be developed, including the 14,500 SF drugstore south of Citrus Avenue. New office space would be approximately 1 percent of uses, as 12,328 SF of office uses would be developed. Additionally, the portion of the Project north of Citrus Avenue has a FAR of 2.85.

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 11 parcels that combine for a total of approximately 12.25-acres. Therefore, the Project would provide up to 700 residential units for a density of approximately 57.1 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.

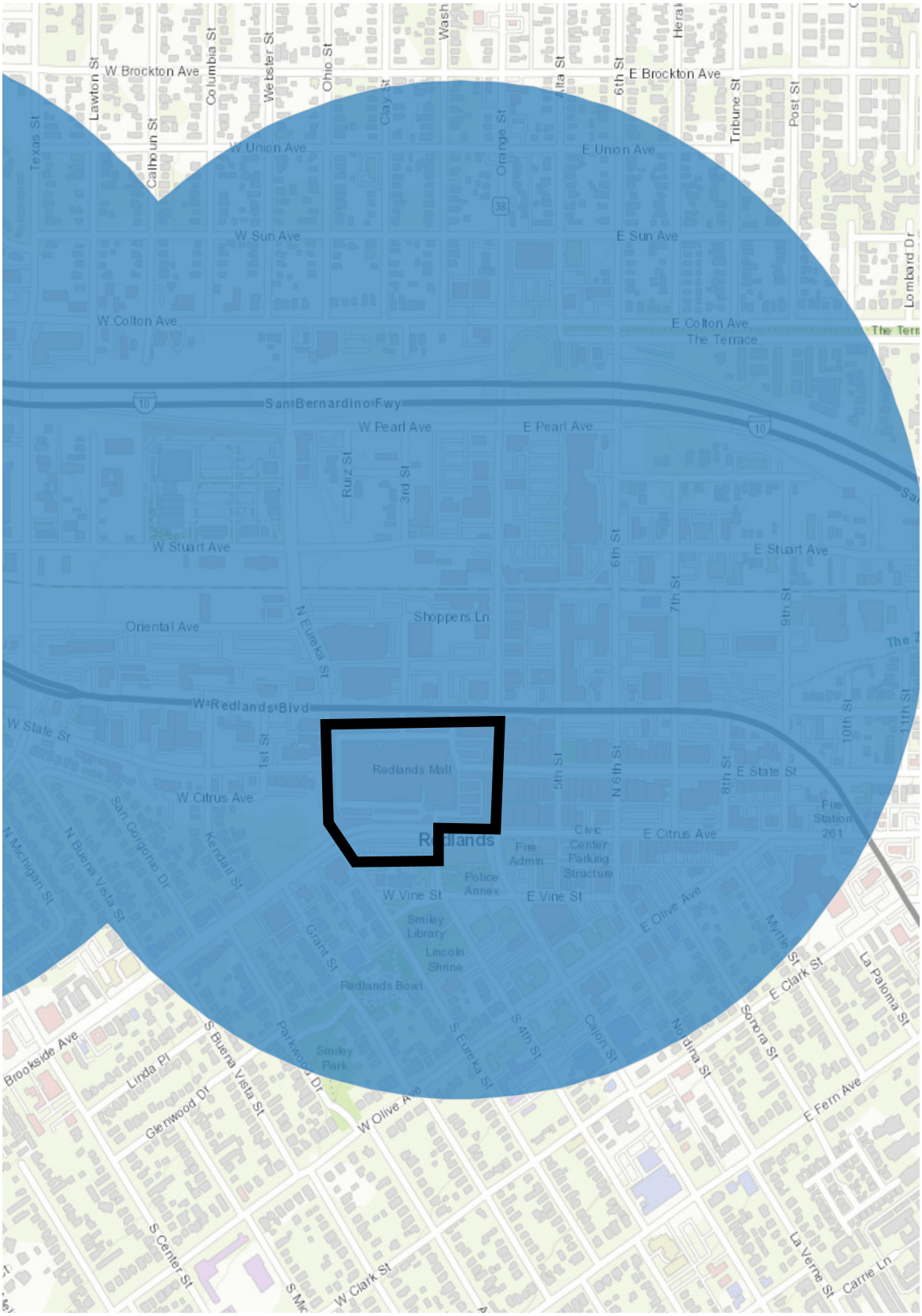
Criterion 2C: The Project is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2020-2045 RTP/SCS.

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 0.16-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



High Quality Transit Areas

SCEA State Street Village Project

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.

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 is currently used as a mall and related commercial, 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 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 currently 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

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
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.	within the 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, but the Project would nevertheless

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
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.	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 cubic meter (µg/m3) and restricts the tracking out of bulk materials onto public roads. Additionally,

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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	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). • SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities: The Project would comply with the requirements of this rule if asbestos is found during the demolition and construction activities. With regulatory compliance, the risk related to any existing asbestos-containing building materials (ACBMs) at the Project Site would be reduced to acceptable levels, and the Project would result in no impact with regard to ACBMs. • 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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	(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.	• 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. • 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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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.	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	− 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	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	− 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	No mitigation is required as Project impacts would be less than significant. 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 developed with commercial uses. 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. There are multiple trees on the Project site that would be removed. 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: • Federal Endangered Species Act • Migratory Bird Treaty Act

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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	• California Endangered Species Act • California Native Plant Protection Act • California Desert Native Plants Act • Lists from the CDFW: o Species of Special Concern o Fully Protected Animals Lists o Special Vascular Plants, Bryophytes and Lichens List o California Sensitive Natural Communities o Inventory of Rare and Endangered Plants by the California Native Plant Society

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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	No mitigation measures are required. The Project is located in a developed, urban area and would be replacing existing commercial buildings and associated uses. The Project would not be developed on existing open space. 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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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).	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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	No mitigation measures are required. The Project site is fully developed with commercial uses and parking lots, and is not located on federally or state protected wetlands or water features.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	• 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 currently developed with commercial uses 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, the Project site does include 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

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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:	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	− 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	Mitigation is not required because Project impacts would be less than significant with the implementation of regulatory compliance measures. Nevertheless, the Project would be in

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
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.	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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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	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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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. A Cultural Resource Assessment was conducted by MCC in May 2021. As discussed in the Cultural Resource Assessment, on September 22, 2020, staff from the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton, conducted a search of the California Historical Resource Information System (CHRIS). The cultural resource records search identified a total of 28 previously conducted cultural investigations within a ½-mile of the Project Area. Twenty-two of these reports are within ¼-mile of the Project Area. The cultural resources records search identified 408 previously recorded cultural resources within a ½ -mile radius of the Project Area, of which one, the Mill Creek Zanja, is located within the Project Area itself. The Mill Creek Zanja is listed as California Historic Landmark Number 43. Segments of the Zanja are listed on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The potential for encountering significant cultural resources within the Project Area is considered low to moderate due to part of the Mill Creek Zanja, portions of which are designated historic resources, being present subsurface in the northwestern portion of the Project Area. As such, the Project would incorporate Project-specific Mitigation Measure CUL-1, which requires archaeological monitoring for all ground disturbing activities. Additionally, the Project would leave the existing Mill Creek Zanja easement in place to reduce potential impacts to the Mill Creek Zanja. With implementation of MM

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	• 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.	CUL-1, any potential significant impacts of the Project related to this threshold would be less than significant.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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.**	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
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 MM TCR-5, 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 MM TCR-5, 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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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 April 2021 which includes review of

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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 mixed-use buildings within 0.25-mile from the Arrow Line and provide pedestrian paseos to

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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;	promote walkability, which would reduce VMT and greenhouse gas emissions.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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;	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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;	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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 substantially conforms to this mitigation measure as discussed below. 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, there is potential for underground storage tanks (USTs) to exist onsite due to the past operation of the site as a gas station. Based on a review of historic Sanborn maps, several gas stations existed onsite from approximately 1949 until 1955. No information pertaining to these facilities including the exact location of USTs, installation or removal dates, tank capacity or construction was found during preparation of the Phase I Environmental Site Assessment. Based on the length of time that the subject property had been utilized as a gasoline service station, and absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. However, with adherence to California UST Regulations (Title 23, Chapter 16 of the California Code of

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	• 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.	Regulation), included as PPP HAZ-1, impacts related to USTs would be less than significant. 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 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 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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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.	Therefore, with compliance with applicable regulations, the Project's potential impacts would be less than significant.
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 would be less than significant as a result of the implementation of regulatory compliance measures. 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 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, there is potential for underground storage tanks (USTs) to exist onsite due to the past operation of the site as a gas station. Based on a review of historic Sanborn maps, several gas stations existed onsite from approximately 1949 until 1955. No information pertaining to these facilities including the exact location of USTs, installation or removal dates, tank capacity or construction was found during preparation of the Phase I Environmental Site Assessment. Based on the length of time that the subject property had been utilized as a gasoline service station, and absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. However, with adherence to California UST Regulations (Title 23, Chapter 16 of the California Code of Regulation), included as PPP HAZ-1, impacts related to USTs would be less than significant.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
		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 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 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

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
		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 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.	The Project substantially conforms with this mitigation measures. 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 2021). However, the Project site is identified by the State Water Resources Control Board GeoTracker as having a former leaking underground storage tank. In 1987 a leak of diesel fuel associated with an underground storage tank was reported, cleaned up, and reported as closed (SWRCB 2021). As such, the leaking underground storage tank no longer poses a hazard to the public or the environment. However, according to the Phase I ESA, absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. However, with adherence to California UST Regulations (Title 23, Chapter 16 of the California Code of Regulation), included as PPP HAZ-1, impacts related to USTs would be less than significant. 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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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 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	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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 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	**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	Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation including proper emergency exits for visitors,

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
emergency response plan or emergency evacuation plan	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.	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 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.	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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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 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	**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	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

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	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. 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.	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 G, the Project would reduce the impervious areas onsite by three percent and would maximize permeable surfaces in order to promote groundwater recharge.
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 an infiltration chamber under the proposed public plaza at the terminus of State Street. Courtyards above proposed parking garages would drain to the garages and be pumped to the infiltration chamber.
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	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

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.		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 an infiltration chamber under the proposed public plaza at the terminus of State Street. Courtyards above proposed parking garages would drain to the garages and be pumped to the infiltration chamber.
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 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 an infiltration chamber under the proposed public plaza at the terminus of State Street. Courtyards above proposed parking garages would drain to the garages and be pumped to the infiltration chamber.
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, the majority of 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	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

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
quality control plan or sustainable groundwater management plan.		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 infiltration chambers, planter boxes, and modular wetlands systems 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: • 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.	No mitigation is required. The Project site is currently developed with commercial buildings 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 mixed-use development that would include residential uses, ground level retail, and upper story office 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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	• Provisions for bicycle, pedestrian, and vehicle access across improved roadways.	
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 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	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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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 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	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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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. 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;	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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. 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.	

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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 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.	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. 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.
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	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

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
people residing or working in the project area to excessive noise levels.		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 700 residential units are expected to result in an increase of 1,192 residents onsite. Additionally, the Project would result in an increase of 728 employees. 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 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).	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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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, the City of Redlands 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 Project site is served by RFD Station 261, which is located at 525 E Citrus Avenue, approximately 0.6 roadway miles from the Project site and RFD Station 264, which is located at 1270 W Park Avenue, approximately 1.1 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.	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, adjacent to the Project site. The project would incorporate crime prevention features into the design of the buildings and public spaces, such as lighting

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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.	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, response times, or other performance objectives.	**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 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	**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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
times, or other performance objectives.		
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 iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards	No mitigation is required. However, the Project would substantially conform with PMM REC-1. The Project would provide 102,525 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 Redlands Municipal Code Chapter 3.32.
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	See **PMM REC-1**, **PMM AQ-2**, and **PMM NOISE-1.**	No mitigation is required. The Project would provide 102,525 SF of common open space, which would be above the open space requirement of 68,200 SF. These recreational amenities include multiple courtyards, a pool, and recreational building. While the Project does include a public recreational facility, 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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.		
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 encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways: o include TDM mitigation requirements for new developments; o incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; o provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; o implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; o develop TDM-specific performance measures to evaluate project-specific and systemwide performance; o incorporate TDM performance measures in the decision-making process for identifying transportation investments;	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 a bike lane on Citrus Avenue and sidewalks along all street frontages. Additionally, the Project would include pedestrian paseos to promote pedestrian accessibility and bike lockers to promote bike use. Furthermore, the Project would provide convenient and direct pedestrian access to the nearby Downtown train station less than 0.25-mile to the north.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	o implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and o set aside funding for TDM initiatives. o 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: • 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: o 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. o Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and	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, 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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	flagging to guide vehicles through and/or around the construction zone. o Scheduling of truck trips outside of peak morning and evening commute hours. o Limiting of lane closures during peak hours to the extent possible. o Usage of haul routes minimizing truck traffic on local roadways to the extent possible. o Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. o Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. o 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. o Storage of construction materials only in designated areas. o Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. o 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. 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:	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	The Project substantially conforms to this mitigation measure. In compliance with AB 52 and SB 18 requirements, on March 30 and April 8, 2021, the City sent letters to 23 Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
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.	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.	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 Soboba Band of Luiseño Indians and San Manuel Band of Mission Indians requested consultation regarding the proposed Project. The Soboba Band of Luiseño Indians considers the area sensitive for cultural resources as several sites are located nearby. 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 tribes 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-5 have been included to require a Monitoring and Treatment Plan and 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. **Impact USSW-2:** Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	**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: 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	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 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

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	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. 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.	unless the construction and demolition recycling plan has been approved by the municipal utilities director.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
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 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 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 generate approximately 111,370 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		

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
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 2015 Urban Water Management Plan 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 189 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		

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
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. 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	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.

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	− 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 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 Date

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 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 0.16 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.

Project Design Features

None.

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 is currently developed 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 2021). 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 is developed with commercial structures and associated parking lots 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 a limited number of trees 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 residential area of the City of Redlands and is developed with commercial buildings and associated parking lots. 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.

Project Design Features

None.

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 State Street Village 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 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 buildings making up the Redlands Mall and develop 700 multi-family dwelling units, 71,778 square feet (SF) of ground-floor retail, approximately 12,328 SF of office space, amenity areas, community building, and a 1,721 SF rooftop restaurant space with a rooftop deck on the northern site. The proposed Project would remove the existing paving and develop a 14,500 SF drugstore with associated parking on the southern site. As further described in Section 14, *Population and Housing*, the 700 new residences would result in an 0.9 increase of residential units within the city. Furthermore, the development of the 87,999 SF of commercial retail and restaurant uses would result in the need for approximately 710 employees. The development of 12,328 SF of office space would result in the need for approximately 18 new 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 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. 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. Additionally, Project construction would utilize equipment during demolition, grading, and site preparation phases that equal or exceed Environmental Protection Agency (EPA) and California Air Resource Board (CARB) Tier III engine emissions standards, included as PDF AQ-1. 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, PPP AQ-2, and PDF AQ-1. 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						
2022	4.30	59.02	63.40	0.12	14.07	7.15
2023	7.91	93.81	109.30	0.27	22.61	10.69
2024	4.04	22.31	44.87	0.13	6.64	2.36
2025	3.79	21.08	43.07	0.13	6.55	2.27
2026	49.96	31.28	63.47	0.17	8.17	3.05
Maximum Daily Summer Emissions	**49.96**	**93.81**	**109.30**	**0.27**	**22.61**	**10.69**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
2022	4.31	59.21	63.24	0.12	14.07	7.15
2023	8.04	94.25	106.71	0.27	22.61	10.69
2024	4.17	22.77	42.57	0.13	6.64	2.36
2025	3.91	21.52	40.94	0.13	6.55	2.27
2026	50.11	31.73	61.03	0.16	8.17	3.05
Maximum Daily Winter Emissions	**50.11**	**94.25**	**106.71**	**0.27**	**22.61**	**10.69**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2021 (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	19.81	0.69	59.73	0.00	-	0.33
Energy Source	0.52	4.56	2.84	0.03	-	0.36
Mobile Source Passenger Cars	5.74	5.11	48.28	0.10	11.36	0.07
Maximum Daily Summer Emissions	**26.07**	**10.35**	**110.85**	**0.13**	**11.36**	**0.76**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
Area Source	19.81	0.69	59.73	0.00	-	0.33
Energy Source	0.52	4.56	2.84	0.03	-	0.36
Mobile Source Passenger Cars	5.47	5.49	47.63	0.10	11.36	0.07
Maximum Daily Winter Emissions	**25.79**	**10.73**	**110.20**	**0.13**	**11.36**	**0.76**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2021 (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 46-feet south of the Project. 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. Additionally, the Project would implement PDF AQ-1 and utilize Tier III equipment during demolition, site preparation, and grading. 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

On-Site Site Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	63.4	72.1	9.6	5.1
SCAQMD Localized Threshold	224	2,174	14	9
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2021 (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. As demonstrated in Table AQ-5, emissions would not exceed SCAQMD LSTs for operations, and impacts would be less than significant.

Table AQ-5: Localized Significance Summary of Operations

Operational Activity	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	5.25	62.57	0.69	0.69
SCAQMD Localized Threshold	224	2,174	4	3
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2021 (Appendix A)

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 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 682 new vehicle trips (339 inbound trips and 343 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 217 new vehicle trips (156 inbound trips and 62 outbound trips). Over a 24-hour period, the Project is forecast to generate approximately 1,866 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.

Project Design Features

PDF AQ-1: Tier III Equipment. Project construction will utilize equipment during demolition, grading, and site preparation phases that equal or exceed Environmental Protection Agency (EPA) and California Air Resource Board (CARB) Tier III engine emissions standards

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 consists of mostly developed land with commercial buildings and surface parking lots. In its existing condition, the Project site contains a variety of ornamental trees and other landscaping surrounding the commercial buildings and within the surface lots. The existing trees on the site have the potential to provide habitat for nesting migratory birds. Many of these trees would be removed 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 other than a small cluster of single-family residences and associated structures on the eastern portion of the Project site. According to the National Wetlands Inventory managed by the USFWS, the Project site does not contain riparian habitat (USFWS 2021). 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 2021). 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, the Project site contains 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?

No 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 and throughout the existing parking lot areas of the Project site would be removed and replaced with a variety of trees and ornamental landscaping. However, none of the trees that would be removed are located within the city or any other public space. Therefore, the project would not conflict with the City's tree preservation policy.

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 no impact would occur.

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.

Project Design Feature

None.

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 for the Redlands Mall Redevelopment Project, prepared by Material Culture Consulting (MCC 2021), Appendix B.

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 includes the main Redlands Mall commercial building, which was built in 1977, and a stand-alone retail store that was built in 1977. Therefore, all buildings onsite are under 45 years old and are not eligible for listing as a historic resource.

The Project site contains a portion of the Mill Creek Zanja on the northwest corner, located within an existing stormwater easement. The onsite portion of the Mill Creek Zanja is currently paved over with a parking lot. Other portions of the Mill Creek Zanja are listed in the California Register of Historical Resources and National Register of Historic Places. Additionally, a segment of the Mill Creek Zanja was discovered directly east of the Project site at the southeastern intersection of Orange Street and Redlands Boulevard. The segment was observed subsurface, below the ground floor of the building at 120 Orange Street. During the intensive pedestrian survey conducted on May 12, 2021, the Mill Creek Zanja was not located, and no other cultural or historical resources were identified. As shown on Figure 3-1, *Conceptual Site Plan*, the Project would leave the existing Mill Creek Zanja stormwater easement in place and would not result in any excavation within the easement. As such, the Project would not cause a substantial adverse change to the Mill Creek Zanja, 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 with Mitigation Incorporated. In its existing setting, the Project site is heavily disturbed, graded, and consists of vacant land, paved areas, and three single-family residences. 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 408 cultural resources have been recorded within one-half mile of the Project site. One cultural resource, the Mill Creek Zanja, is located under the northwest portion of 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 presence of the Mill Creek Zanja in the northwest portion of the Project site, the potential for archaeological resources onsite is considered 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.

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 with Mitigation Incorporated. 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, included as MM TCR-5, 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 MM TCR-5, would ensure that impacts to human remains would be less than significant.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

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.

MM TCR-5, as included below.

	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 State Street Village Energy Analysis, 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 4-year construction period. As shown in Table E-1, Project construction would require the consumption of 329,564 gallons of diesel fuel.

Table E-1: Construction Equipment Fuel Consumption Estimates

Activity/ Duration	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption (gal. diesel fuel)
Demolition	84	Concrete/Industrial Saws	81	2	8	0.73	946	4,296
		Excavators	158	5	8	0.38	2,402	10,905
		Rubber Tired Dozers	247	3	8	0.40	2,371	10,767
Site Preparation	125	Crawler Tractors	97	4	8	0.37	1,148	7,760
		Rubber Tired Dozers	247	3	8	0.40	2,371	16,022
Grading	130	Crawler Tractors	97	2	8	0.37	574	4,035

		Excavators	158	3	8	0.38	1,441	10,126
		Graders	187	1	8	0.41	613	4,310
		Rubber Tired Dozers	247	1	8	0.40	790	5,554
Building Construction	865	Scrapers	367	2	8	0.48	2,819	131,787
		Cranes	231	1	8	0.29	536	25,058
		Forklifts	89	3	8	0.20	427	19,974
		Generator Sets	84	1	8	0.74	497	23,251
		Tractors/Loaders/Back hoes	97	3	8	0.37	861	40,274
Paving	125	Welders	46	1	8	0.45	166	1,119
		Pavers	130	2	8	0.42	874	5,903
		Paving Equipment	132	2	8	0.36	760	5,137
Architectural Coating	125	Rollers	80	2	8	0.38	486	3,286
							CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)	***329,564***

Source: Urban Crossroads, 2021 (Appendix C)

Table E-2 shows the energy consumption for construction worker light-duty auto (LDA) vehicles. As shown, construction worker LDAs would consume 225,122 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)
Demolition	84	21	14.7	26,169	31.93	820
Site Preparation	125	13	14.7	23,365	31.93	732
Grading	130	16	14.7	31,049	31.93	972
Building Construction	865	542	14.7	6,889,534	31.93	215,769
Paving	125	11	14.7	19,471	31.93	610
Architectural Coating	125	108	14.7	198,600	31.93	6,220
				TOTAL CONSTRUCTION WORKER (LDA) FUEL CONSUMPTION		***225,122***

Source: Urban Crossroads, 2021 (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 27,249 gallons of fuel and LDT-2s would require 89,774 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)
Demolition	84	2	14.7	2,658	26.79	99
Site Preparation	125	1	14.7	2,373	26.79	89
Grading	130	2	14.7	3,153	26.79	118

Building Construction	865	55	14.7	699,664	26.79	26,117
Paving	125	1	14.7	1,977	26.79	74
Architectural Coating	125	11	14.7	20,169	26.79	753
				TOTAL CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION		***27,249***

Source: Urban Crossroads, 2021 (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)
Demolition	84	7	14.7	8,218	25.15	327
Site Preparation	125	4	14.7	7,337	25.15	292
Grading	130	5	14.7	9,751	25.15	388
Building Construction	865	170	14.7	2,163,590	25.15	86,044
Paving	125	3	14.7	6,115	25.15	243
Architectural Coating	125	34	14.7	62,368	25.15	2,480
				TOTAL CONSTRUCTION WORKER (LDT1) FUEL CONSUMPTION		***89,774***

Source: Urban Crossroads, 2021 (Appendix C)

Tables E-5 through E-7 show 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)

Construction Activity	Duration (Days)	Vendor Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2020						
Grading	130	88	6.9	78,936	10.08	7,832
				TOTAL CONSTRUCTION VENDOR (MHDT) FUEL CONSUMPTION		***7,832***

Source: Urban Crossroads, 2021 (Appendix C)

Table E-6: Construction Vendor Fuel Consumption Estimates (HHDT)

Construction Activity	Duration (Days)	Vendor Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2020						
Grading	130	89	6.9	79,833	6.33	12,613
				TOTAL CONSTRUCTION VENDOR (HHDT) FUEL CONSUMPTION		***12,613***

Source: Urban Crossroads, 2021 (Appendix C)

Table E-7: Construction Hauling Fuel Consumption Estimates (HHDT)

Construction Activity	Duration (Days)	Hauling Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)

2020						
Demolition	84	27	20	45,480	6.33	7,185
Grading	130	47	20	122,500	6.33	19,354
TOTAL CONSTRUCTION HAULING (HHDT) FUEL CONSUMPTION						***26,539***

Source: Urban Crossroads, 2021 (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-8, vehicles and trucks traveling to and from the operational Project site would consume 146,977 gallons of fuel.

Table E-8: Total Project-generated Traffic Annual Fuel Consumption

Vehicle Type	Annual Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
Light-Duty Auto	2,267,156	36.03	62,932
Light-Duty Truck 1	263,009	30.05	8,753
Light-Duty Truck 2	780,215	28.99	26,909
Medium-Duty Vehicle	535,612	23.38	22,914
Heavy Light-Duty Truck 1	99,624	14.58	6,834
Heavy Light-Duty Truck 2	27,706	14.79	1,873
Medium Heavy-Duty Truck	51,694	10.89	4,746
Heavy Heavy-Duty Truck	38,583	7.03	5,489
Other Bus	3,424	6.89	497
Urban Bus	2,058	4.73	435

Motorcycle	104,201	36.90	2,824
School Bus	3,160	8.48	373
Motor Home	15,064	6.28	2,398
Total (All Vehicles)	**4,191,506**	**NA**	**146,977**

Source: Urban Crossroads, 2021 (Appendix C)

As shown in Table E-9, the Project would result in an annual natural gas demand of 10,041,071 thousand British thermal units (kBTU) of natural gas, and approximately 3,577,519 kilowatt-hour (kWh) of electricity.

Table E-9: Project Annual Operational Energy Demand Summary

Natural Gas Demand	**kBTU/year**
Apartments	9,447,140
Retail	63,570
Pharmacy	23,635
Quality Restaurant	506,726
Sit-Down Restaurant	3,685,280
Fast-Food Restaurant	3,685,280
Office	126,009
Enclosed Parking with Elevator	0
TOTAL PROJECT NATURAL GAS DEMAND	***10,041,071***
Electricity Demand	**kWh/year**
Apartments	2,783,080
Retail	509,730
Pharmacy	189,515
Quality Restaurant	95,194
Sit-Down Restaurant	692,320
Fast-Food Restaurant	692,320
Office	152,775
Enclosed Parking with Elevator	2,733,054
TOTAL PROJECT ELECTRICITY DEMAND	***3,577,519***

kBTU – kilo-British Thermal Units
kWh – Kilo Watt Hours
Source: Urban Crossroads, 2021 (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.

Project Design Features

None.

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 Geotechnical Engineering Report, prepared by Terracon, September 30, 2021 (Terracon 2021) included as Appendix D and the Cultural and Paleontological Resources Assessment for the Redlands Mall Redevelopment Project, prepared by Material Culture Consulting (MCC 2021) 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. 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 Geotechnical Engineering Investigation, historic groundwater levels are approximately 100 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, 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 shopping mall, stand-alone commercial building, parking lots, and ornamental vegetation. The Project would involve the demolition of the existing commercial uses and 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 Geotechnical Engineering Investigation for the proposed Project, the depth of groundwater is anticipated to be at a depth of 100 feet or greater, therefore, the potential for liquefaction to occur is low to non-existent (Terracon, 2021). 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 (Terracon, 2021).

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 (Terracon, 2021). 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 Engineering 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 Investigation found that the site has approximately 3 to 9.5 feet of fill material across the majority of the site. As discussed in the Geotechnical Engineering Investigation, 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 within the Cultural and Paleontological Resources Assessment prepared for the Project site, the site soils consist of younger and older surficial deposits, more specifically very young wash deposits, active (Qvyw), 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 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.

Project Design Features

None.

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 paleontologist selected from the roll of qualified paleontologists maintained by the County, 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 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 State Street Village 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)[3], which was adopted December 5, 2017. The 2017 Scoping Plan was prepared to meet the most current GHG emissions reduction targets set in Executive Order S-3-15 and SB 32 that recommends local governments to develop plans to reduce GHG

[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
[3] City of Redlands, 2017. Climate Action Plan.

emissions to 6 $MTCO_2e$ per capita per year by the year 2030 and 2 $MTCO_2e$ per capita per year by the year 2050. Since the CAP was prepared in coordination with the General Plan that has a horizon year of 2035, the Redlands CAP also provided a year 2035 target of 5 $MTCO_2e$ per capita per year, which was determined through interpolation of the 2030 and 2050 GHG emissions targets from the 2017 Scoping Plan.

Since the Project is anticipated to be fully operational by 2026, the proposed Project would be considered to create a significant cumulative GHG impact if implementation of the Project would exceed 6 $MTCO_2e$ per year per service population.

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 4,606.4 MT CO2e/yr as summarized in Table GHG-1. The Project is estimated to have a service population of 1,388. This would result in an efficiency of 3.33 MT CO2e/SP. This would be below the 6.0 MT CO2e/service population 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	Total CO_2e
Annual construction-related emissions amortized over 30 years	217.74	0.02	0.01	221.30
Area	12.21	0.01	0.00	12.51
Energy	2,327.68	0.14	0.03	2,340.42
Mobile	1,341.72	0.09	0.06	1,362.84
Waste	167.26	9.88	0.00	414.37

Water Use	200.91	1.67	0.04	254.99
Total CO_2e (All Sources)	**4,606.43**			
Service Population	**1,388.08**			
Project Efficiency	**3.32**			
Efficiency Threshold	**6.00**			
Exceed Efficiency Threshold?	**No**			

Source: Urban Crossroads, 2021 (Appendix E)
-- = Emission factor only provided in MT CO_2e

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. The Project would involve the demolition of the existing commercial buildings and construction of a mixed-use development on the Project site. In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap, which was phased in starting in 2012. Therefore, as the proposed Project meets the current City thresholds for GHG emissions per service population, it would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030, as mandated by the State. Furthermore, all of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level, and the proposed Project would be required to comply with these regulations as they come into effect.

As discussed previously, the City of Redlands has an adopted Climate Action Plan (CAP)[4], which was adopted December 5, 2017. Executive Order S-3-15 and SB 32 that recommends local governments to develop plans to reduce GHG emissions to 6 $MTCO_2e$ per capita per year by the year 2030 and 2 $MTCO_2e$ per capita per year by the year 2050. Since the CAP was prepared in coordination with the General Plan that has a horizon year of 2035, the Redlands CAP also provided a year 2035 target of 5 $MTCO_2e$ per capita per year, which was determined through interpolation of the 2030 and 2050 GHG emissions targets from the 2017 Scoping Plan. Emissions from vehicles, which are the main source of operational GHG emissions associated with the Project (as shown in Table GHG-1), would be reduced through implementation of the state and federal fuel and vehicle emission standards. In addition, the Project would not exceed 6 $MTCO_2e$ per capita, as shown in Table GHG-1. Therefore, implementation of the proposed Project would not conflict with existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

[4] City of Redlands, 2017. Climate Action Plan.

	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 Partner Engineering and Science, Inc., included as Appendix F.

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 700 residential units; 71,778 SF of ground floor commercial retail; 12, 328 SF of upper floor commercial and office space; and a 14,500 SF outparcel drug store. 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. As discussed in the Phase I Environmental Site Assessment, there is potential for multiple underground storage tanks (UST) to exist onsite due to the past operation of the site as a gas station. Based on a review of historic Sanborn maps, several gas stations existed onsite from approximately 1949 until 1955. No information pertaining to these facilities including the exact location of USTs, installation or removal dates, tank capacity or construction was found during preparation of the Phase I Environmental Site Assessment. Based on the length of time that the subject property had been utilized as a gasoline service station, and absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. However, with adherence to California UST Regulations (Title 23, Chapter 16 of the California Code of Regulation), included as PPP HAZ-1, impacts related to USTs would be less than significant.

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, commercial and office uses, and associated 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 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 0.39-mile from the Project site, and Redlands High School located at 840 E. Citrus Avenue, which is 0.52-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 2021). However, the Project site is identified by the State Water Resources Control Board GeoTracker as having a former leaking underground storage tank. In 1987 a leak of diesel fuel associated with an underground storage tank was reported, cleaned up, and reported as closed (SWRCB 2021). As such, the leaking underground storage tank no longer poses a hazard to the public or the environment. However, according to the Phase I ESA, absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. As such, Project-specific MM HAZ-1 is included to require the applicant to pay for the removal of any UST that is encountered during construction activities and requires further soil sampling and remediation if potentially impacted soils are encountered. With implementation of MM HAZ-1, impacts related to existing USTs would be less than significant.

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 2.45 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 five stories and approximately 59 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 closure of Redlands Boulevard, Eureka Street, W Citrus Avenue, or Orange Street. 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 Redlands Boulevard, Eureka Street, Third Street, and the public alley. 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. 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 W Redlands Boulevard to the north, Orange Street and Fourth Street to the east, Eureka Street to the west, and Citrus Avenue and a public alleyway 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 2021). 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.

Project Design Features

None.

Existing Plans, Programs, or Policies

PPP HAZ-1: California UST Regulations. Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside County Environmental Health Division, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).

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 Proactive Engineering Consultants, Inc., October 6, 2021, included as Appendix G.

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 three existing commercial buildings, pavement, infrastructure, and 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 retail 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 a pre-treatment unit then to an underground infiltration/detention 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 infiltration/detention systems.
	Use pervious surfaces: 74,835 SF of 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 "Only Rain Down the Storm Drain," 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 infiltration/detention 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 G) 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 2015). The groundwater from Bunker Hill totals 51.1% 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 basins within the parking structures or modular wetland systems. In addition, the Project includes 74,835 SF of landscaping that would infiltrate stormwater onsite. Stormwater capture would be compliant with the Design Capture Volume (DCV) requirements of the 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 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 modular wetland systems or to an underground infiltration/detention system that would capture and filter runoff. In addition, the project includes 74,835 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 8,670 cubic feet of stormwater, DMA 2 has been designed to accommodate 12,660 cubic feet of stormwater, and DMA 3 has been designed to accommodate 4,320 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 remove the existing storm drain in Lot 2 and install new storm drain lines throughout the site and within the 3rd Street and State Street extensions. Additionally, the Project would install multiple planter boxes for stormwater infiltration (74,835 SF of landscaping) and an infiltration chamber under the proposed public plaza at the terminus of State Street. Courtyards above proposed parking garages would drain to chambers in the garages where stormwater would then be pumped to the infiltration chamber. The existing Mill Creek Zanja Channel Easement would be protected in place. 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 majority of 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 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 majority of 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 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 partially 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 basins 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.

Project Design Features

None.

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 developed with commercial buildings and parking lots 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 700 multi-family dwelling units, 71,778 square feet (SF) of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, a 14,500 SF drugstore, a recreational building, 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 with Mitigation Incorporated. 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 11.08-acre northern portion of the Project site has a General Plan designation on Commercial and the 1.17-acre southern portion of the Project site has a General Plan Designation of Public/Institutional. 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 57.1 du/ac. The Commercial designation allows for residential and mixed-use development, which the Project would be consistent with. Additionally, the Project includes General Plan Amendment to redesignate the parcels south of Citrus Avenue from Public/Institutional to Commercial.

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 paseos and a public green space fronting 3rd Street, providing needed public park space in Downtown Redlands.
2-A.4 Maintain continuity in streetscape design along major streets and avenues that traverse north	**Consistent.** The Project does not propose any changes to the streetscapes along Orange, Redlands, and

and south – California, Nevada, Alabama, Tennessee, Orange, Church, University, Judson, and Wabash; and those that traverse east and west – Pioneer, San Bernardino, Lugonia, Redlands Boulevard, and Citrus.	Citrus. The Project would provide ground floor retail, 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 replace the vacant Redlands Mall with a mixed-use development with ground floor retail, office space, a restaurant, and residential units along Orange Street. Project development includes design features and mitigation measures to ensure sensitivity to surrounding historical architecture.
2-A.10 Permit densities, design, and uses that will help preserve the character and amenities of existing neighborhoods.	**Consistent.** The Project would replace the vacant Redlands Mall and would develop 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and 14,500 SF drugstore. The Project would result in a residential density of 57.1 dwelling units per acre. 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 and would provide additional public amenities downtown.
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 ground floor retail, office space, a restaurant, 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 provide needed public space in the Downtown area and would remove the blighted Redlands Mall. 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 proposed Project would demolish the mostly vacant Redlands Mall building and commercial building on the southwest corner of Redlands Boulevard and Orange Street. All of the buildings were built in 1977. Therefore, the buildings are less than 50 years old and are not of historic age.
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;	**Consistent.** The Project is bounded by Redlands Boulevard, Orange Street, Citrus Avenue, and Eureka Street. None of these streets are designated as scenic highways, drives, or historic streets. As such, the Project would not result in aesthetic impacts to designated scenic streets in Redlands.

• Olive Avenue, from Lakeside Avenue to Cajon Street; • Center Street, from Brookside Avenue to Crescent Avenue; • Highland Avenue, from Serpentine Drive to Cajon Street; • Sunset Drive, from Serpentine Drive to Edgemont Drive; • Cajon Street; • Mariposa Drive, between Halsey and Sunset Drive; and • Dwight Street, between Pepper Street and Mariposa Drive. In addition, consider designating the following roads as scenic drives within the community as neighborhood connectors and recreational routes for drivers and bike riders. • Riverview Drive along the Santa Ana River Wash; • Live Oak Canyon Road; • San Timoteo Canyon Road; • Sylvan Boulevard; • Nevada Street, from the Orange Blossom Trail to Barton Road; • Pioneer Avenue, from River Bend Drive to Judson Street; and • Rural roads in Crafton.	
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. All exterior lighting 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.	**Consistent.** As discussed in Section 6.5, *Cultural Resources,* a review of the SCCIC was conducted. The Project site contains an underground portion of the Mill Creek Zanja. Portions of the Mill Creek Zanja are listed in the California Register of Historic Resources and the National Register of Historic Places. The Project would leave the existing Zanja stormwater easement in place. 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 and SB 18 requirements, on March 30 and April 8, 2021, 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 Soboba Band of Luiseño Indians and San Manuel Band of Mission Indians requested consultation regarding the proposed Project. The Soboba Band of Luiseño Indians considers the area sensitive for cultural resources as several sites are located nearby. 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 tribes requested inclusion of mitigation due to the potential of the Project to unearth previously undocumented tribal cultural resources during construction. Therefore, the tribes request that in addition to MM CUL-1: Inadvertent Discoveries, a tribal monitor be retained to monitor any ground disturbing activities for the Project. Mitigation Measures TCR-1 through TCR-5 have been included to require a Monitoring and Treatment Plan and 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 are mapped as younger and older surficial deposits, more specifically very young wash deposits, active (*Qvyw*), 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.	
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 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and a 14,500 SF drugstore. The Project would result in a residential density of 57.1 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.96 Promote redevelopment of the Redlands Mall with a vibrant mix of uses. Explore feasibility of re-extending the traditional street grid through the new development.	**Consistent.** The proposed Project would redevelop the Redlands Mall with 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and 14,500 SF drugstore. Additionally, the Project would help reestablish the traditional street grid by extending State Street east to 3rd Street and 3rd Street south to Citrus Avenue.
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 redevelop the Redlands Mall with 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and 14,500 SF drugstore, 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 would redevelop the Redlands Mall with 700 multi-family dwelling units including live/work units, 0-bedroom units, studios, 1-bedroom units, 2-bedroom units, and 3-bedroom units in provide a variety of housing within the Downtown Redlands area.
2-A.99 Ensure that new development along Redlands Boulevard is pedestrian-oriented.	**Consistent.** The proposed Project would redevelop the Redlands Mall with 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF

	rooftop restaurant space with a rooftop deck, and a 14,500 SF drugstore. Additionally, the Project would provide multiple pedestrian paseos to promote pedestrian accessibility and encourage alternative transportation.
Prosperous Economy	
3-A.5 Promote revitalization and rehabilitation of older commercial and industrial areas to make them more competitive, accessible, aesthetically appealing, and economically viable.	**Consistent.** The proposed Project would redevelop the Redlands Mall with 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and a 14,500 SF drugstore. The Project would provide pedestrian paseos to promote pedestrian accessibility. Additionally, the Project would draw on the aesthetics of the Downtown Redlands historic buildings and provide increased economic activity in the area.
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 redevelop the site with a mixed-use project consisting of 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and a 14,500 SF drugstore.
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.14 Encourage commercial development, neighborhood retail, and professional offices and services of the appropriate scale and business types along neighborhood commercial corridors, such as Orange Street and Colton Avenue.	**Consistent.** The eastern boundary of the proposed Project would border Orange Street. The proposed Project would include appropriately scaled retail, office space, a garage entry, and multi-family residences along Orange Street.
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.** The proposed Project would provide a mixed-use development including 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck located downtown, and a 14,500 SF drugstore.
3-A.34 Encourage and support unique specialty retail and restaurant uses in the Downtown core.	**Consistent.** As discussed previously, the Project would include 71,778 SF of ground-floor retail, which could include restaurant space depending on market needs, and a 1,721SF rooftop restaurant with a rooftop deck. The rooftop restaurant would provide a unique restaurant use in the Downtown core. The Project would also construct a 14,500 SF drugstore south of Citrus Avenue.
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.	**Consistent.** The proposed Project would redevelop the mostly vacant Redlands Mall and provide retail, office space, residential units, and a community building which would provide opportunities for businesses and residents and provide a critical link to rail.

3-A.37 Ensure adequate parking Downtown and efficiency in traffic flow to enable the continued revitalization of the commercial core	**Consistent.** Street parking would be provided throughout the Project site and along the boundaries of the Project. In addition, a parking garage would be provided with two entrances along Redlands Boulevard to serve the proposed Project.
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 700 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.** The proposed Project would include a village plaza along State Street that would enhance walkability throughout the Project site. In addition, sidewalks would be provided throughout the Project 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 redevelop the Redlands Mall which would develop an underutilized site within Downtown and would not affect any agricultural land within the City as the existing Project site is fully developed.
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.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 700 multi-family dwelling units which would include live-work units, studios, one-bedroom, two-bedroom, and three-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 700 multi-family dwelling units which would include live-work units, studios, one-bedroom, two-bedroom, and three-bedroom units. The proposed dwelling units would vary in price range and provide a mix of housing types.
4-A.9 Encourage the incorporation of residential units in Downtown mixed-use projects consistent with the Redlands Downtown Specific Plan.	**Consistent.** As mentioned above, the proposed Project would include 700 multi-family dwelling units which would be consistent with the Redlands Downtown Specific Plan.
4-A.11 Ensure that opportunities exist for the development of housing types that are affordable to all segments of the Redlands community and are distributed equitably throughout the community.	**Consistent.** As mentioned above, the proposed Project would include 700 multi-family dwelling units which would include live-work, studios, one-bedroom, two-bedroom, and three-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 700 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.15 Promote the preservation, maintenance, and improvement of property through code enforcement to mitigate or eliminate deterioration and blight conditions, and to help encourage new development and reinvestment.	**Consistent.** The proposed Project would redevelop the mostly vacant Redlands Mall with a mixed-use development that would reduce the current blight conditions of the Redlands Mall.
4-A.18 Focus the development of office space in transit-accessible locations.	**Consistent.** The proposed office space would be located along Orange Street. The nearest Omnitrans bus stop is located at Redlands Boulevard which is approximately 0.1 mile from the proposed office space. Additionally, the Project would be approximately 0.16-mile from the downtown Arrow Line station.
4-A.20 Establish new neighborhood commercial centers to serve the needs of community members in areas planned to accommodate new growth, such as Downtown and the Transit Village areas.	**Consistent.** The proposed Project would redevelop the site with a mixed-use development including 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck located downtown, and a 14,500 SF drugstore.
4-A.21 Revitalize neighborhood shopping centers in neighborhoods where existing centers have reached the end of their economic life.	**Consistent.** The proposed Project would redevelop the mostly vacant Redlands Mall with a mixed-use Project including 71,778 SF of ground-floor retail and a 14,500 SF drugstore.
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 consist of a mixed-use development including 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and a 14,500 SF drugstore located downtown.
4-A.88 Promote infill development along Redlands Boulevard where it is classified as a Boulevard to create a continuous corridor of mixed-use and commercial activity.	**Consistent.** The proposed Project would include residential units, amenities, a pool deck and recreation area, and a community building along Redlands Boulevard. Furthermore, the Project would include ground-floor retail along Redlands Boulevard.
4-A.93 Seek to improve the mix of office, professional, and service-related businesses along Colton Avenue and Orange Street that will serve the neighborhood.	**Consistent**. As discussed above, the proposed Project would develop office space, retail space, and residential units along Orange Street.
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 redevelop the mostly vacant Redlands Mall with multi-family dwelling units, retail, office space, amenity areas, a community building, and rooftop restaurant space.
4-A.96 Encourage site designs that create an active street frontage and screen parking from the Colton Avenue and Orange Street frontages.	**Consistent.** The proposed Project would include landscaping along the Orange Street frontage including street trees and grasses. A parking entry would be provided to screen parking from the Orange Street frontage.

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, plazas, 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 redevelop the Redlands Mall 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 redevelop the mostly vacant Redlands Mall with a mixed-use project including 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and a 14,500 SF drugstore located downtown.
4-A.126 Establish boulevards along Orange Street, Colton Avenue, and Redlands Boulevard with pedestrian-oriented streetscape improvements and groundfloor active uses.	**Consistent.** The proposed Project would include frontage improvements along Orange Street and Redlands Boulevard including sidewalks and landscaping.
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 plazas to facilitate pedestrian and bicyclists with accessibility to and from the Project site. Street improvements would include sidewalks and bike lanes along all streets throughout and surrounding the Project. The Project would undergo City review which would ensure appropriate emergency vehicle access and circulation is provided.
5-A.7 Add new streets to create a finer grained, pedestrian-scaled road network where the roadway network is characterized by particularly long blocks, connecting residential areas to parks and Transit Village cores. Ensure the street systems in Transit Villages support development of connected and accessible communities.	**Consistent.** The proposed Project would add new internal streets connecting State Street from the east and west by a new public plaza and 3rd Street from the north and south which would support development of connected and accessible communities.

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 approximately 0.1 mile from the proposed Project located at Redlands Boulevard. Sidewalks would be provided throughout the site and along Redlands Boulevard and Orange Street 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, street parking would be provided throughout the Project site with an additional parking garage along Redlands Boulevard which would serve the Project 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, the proposed Project would include a parking garage along Redlands Boulevard and street parking throughout the site.
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 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 G.
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 G. 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.** The proposed Project would include bike paths and sidewalks throughout the site.
7-A.36 Discourage street closures; encourage creating new connections.	**Consistent.** The proposed Project would create new street connections including State Street extending from Orange Street to 3rd Street and 3rd Street would extend from the north to the south of the Project site.
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.73 Improve the sense of safety within Downtown, including the Redlands Mall area.	**Consistent.** The proposed Project would redevelop the mostly vacant Redlands Mall with a mixed-use project including 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and 14,500 SF drugstore located downtown. Lighting would be provided to enhance safety within the Project site.
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 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 D. 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 mostly vacant Redlands Mall with a multi-use development. As discussed in Section 6.3.9, *Hazards*, there is potential for multiple underground storage tanks (UST) to exist onsite due to the past operation of the site as a gas station. Based on a review of historic Sanborn maps, several gas stations existed onsite from approximately 1949 until 1955. No information pertaining to these facilities including the exact location of USTs, installation or removal dates, tank capacity or construction was found during preparation of the Phase I Environmental Site Assessment. Based on the length of time that the subject property had been utilized as a gasoline service station, and absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. As such, Project-specific MM HAZ-1 is included to require the applicant to pay for the removal of any UST that is encountered during construction activities and requires further soil sampling and remediation if potentially impacted soils are encountered. With implementation of MM HAZ-1, impacts related to existing USTs would be less than significant.
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 redevelop the mostly vacant Redlands Mall with a mixed-use project including 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and a 14,500 SF drugstore located downtown. The proposed Project would not emit hazardous air emissions or handle extremely hazardous substances. In addition, the closest elementary school is approximately 2.8 miles to the 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 H. 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 H. 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 which 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	**Consistent.** As discussed above, the Project would comply with the California Green Building Standards

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.	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 15.16 and 15.04.

Project Design Features

None.

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 is currently developed with commercial buildings and paved parking lots. 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.

Project Design Features

None.

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, included as Appendix H.

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 H), 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]		CNEL
		Daytime	Nighttime	
L1	Northwest corner of the Third and Third Street and Stuart Avenue	63.9	56.4	62.3
L2	Northeast Corner of Fifth Street and State Street	65.0	65.0	65.0
L3	120 Vine Street	55.4	53.8	54.9
L4	24 Kendall Street	65.0	61.4	68.8
L5	Southwest corner of the Eureka Street and Redlands Boulevard	71.6	62.2	69.9

[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 H.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: Urban Crossroads, 2021 (Appendix H)

Sensitive receptors adjacent to the Project site are shown in Figure N-2, *Receiver Locations*.

R1: Location R1 represents the existing residence at 511 North Third Street, approximately 987 feet north of the Project site. Receiver R1 is placed at the private outdoor living area

(backyard). A 24-hour noise measurement near this location, L1, is used to describe the existing ambient noise environment.

R2: Location R2 represents the existing park at 151 North Fifth Street, approximately 405 feet east of the Project site. Receiver R2 is placed at the private outdoor use area. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing residence at 120 Vine Street, approximately 46 feet south of the Project site. Receiver R3 is placed at the private outdoor living area (backyard). A 24-hour noise measurement near this location, L3, is used to describe the existing ambient noise environment.

R4: Location R4 represents the existing residence at 24 Kendal Street, approximately 507 feet west of the Project site. Receiver R4 is placed at the private outdoor living area (backyard). A 24-hour noise measurement near this location, L3, is used to describe the existing ambient noise environment.

R5: Location R5 represents an existing business at 308 State Street, approximately 92 feet west of the Project site. Receiver R5 is placed at the nearest location someone may stand for up to one hour and is representative of businesses surrounding the project site on all sides. A 24-hour noise measurement near this location, L4, is used 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, 2020).

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.
Source: Urban Crossroads, 2021 (Appendix H)

The noise volumes in Table N-3 were applied to the locations of the closest sensitive receptors, the closest of which is R3, the backyard of the existing residence on Vine 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 62.0 to 74.4 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

	Construction Noise Levels (dBA L_{eq})							
Receiver Location[1]	**Site Preparation**	**Grading**	**Building Construction**	**Paving**	**Architectural Coating**	**Highest Levels[2]**	**Threshold (dBA Leq)**	**Threshold Exceeded?**
R1	51.7	62.0	46.7	44.7	41.7	62.0	85	No
R2	53.7	66.3	48.7	46.7	43.7	66.3	85	No
R3	52.7	74.4	47.7	45.7	42.7	74.4	85	No
R4	69.5	65.1	64.5	62.5	59.5	69.5	85	No
R5	62.1	72.7	57.1	55.1	52.1	72.7	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, 2021 (Appendix H)

Operations

Development of the proposed Project would result in a mixed-use development with 700 multi-family dwelling units, 71,778 SF of ground-floor retail, approximately 12,238 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and a 14,500 SF drugstore. 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 1,866 weekday daily trips, with 682 trips produced in the weekday AM peak hour and 217 trips produced in the weekday PM peak hour (Urban 2021). 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 0.0 to 0.3 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 Nearest Receiving Land Use (dBA)[2]		
				No Project	With Project	Project Addition
1	Orange St.	n/o Redlands Bl.	Non-Sensitive	66.4	66.7	0.3
2	Brookside Av.	w/o Eureka St.	Sensitive	65.8	65.8	0.0
3	Citrus Av.	e/o Orange St.	Non-Sensitive	62.9	63.0	0.1

[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 nearest receiving land use.
Source: Urban Crossroads, 2021 (Appendix H)

Table N-6 shows that the Project offsite traffic noise level increases range from 0.0 to 0.3 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	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]		
				No Project	With Project	Project Addition
1	Orange St.	n/o Redlands Bl.	Non-Sensitive	66.9	67.2	0.3
2	Brookside Av.	w/o Eureka St.	Sensitive	66.3	66.3	0.0
3	Citrus Av.	e/o Orange St.	Non-Sensitive	63.3	63.4	0.1

[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 nearest receiving land use.
Source: Urban Crossroads, 2021 (Appendix H)

Operational Noise

It is expected the on-site Project-related noise sources would include sources such as roof-top air conditioning units, commercial loading dock activity, trash enclosure activity, parking lot vehicle movements, courtyard/paseo activity, 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-7, the daytime hourly noise levels at the off-site receiver locations are expected to range from 34.8 to 56.6 dBA L_{eq}. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 42.5 to 47.7 dBA L_{eq}.

Table N-7: Project Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	34.8	34.8	60	55	No	No
R2	37.2	37.2	60	55	No	No
R3	56.6	48.6	60	55	No	No
R4	37.7	37.6	60	55	No	No
R5	37.8	37.8	60	55	No	No

[1] See Exhibit 9-A for the receiver locations.
[2] Proposed Project operational noise levels as shown on Table 10-1.
[3] City of Redlands Municipal Code, Section 8.06.070 (Appendix 3.1)
[4] 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, 2021 (Appendix H)

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, 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 H 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 1.7 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-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	34.8	L1	63.9	63.9	0.0	3.0	No
R2	37.2	L2	65.0	65.0	0.0	1.5	No
R3	56.6	L2	65.0	65.6	0.6	1.5	No
R4	37.7	L3	55.4	55.5	0.1	5.0	No
R5	37.8	L4	65.0	65.0	0.0	1.5	No

[1] See Exhibit 9-A 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, 2021 (Appendix H)

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	34.8	L1	56.4	56.4	0.0	5.0	No
R2	37.2	L2	65.0	65.0	0.0	1.5	No
R3	48.6	L2	65.0	65.1	0.1	1.5	No
R4	37.6	L3	53.8	53.9	0.1	5.0	No
R5	37.8	L4	61.4	61.4	0.0	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, 2021 (Appendix H)

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 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 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-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, 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-10 shows the highest construction vibration levels in PPV are expected to range from 0.000 to 0.036, 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 City's 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	987'	0.000	0.000	0.000	0.000	0.000	0.040	No
R2	399'	0.000	0.001	0.001	0.001	0.001	0.040	No
R3	46'	0.001	0.014	0.030	0.036	0.036	0.040	No
R4	494'	0.000	0.000	0.001	0.001	0.001	0.040	No
R5	83'	0.000	0.006	0.013	0.015	0.015	0.040	No

[1] Construction receiver locations are shown on 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, 2021 (Appendix H)

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.

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.

Project Design Features

None.

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

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 700 multi-family dwelling units, 71,778 SF of ground-floor retail, approximately 12,328 SF of office space, amenity areas, community building, a 1,721 SF rooftop restaurant space with a rooftop deck, and a 14,500 SF drugstore. 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 7 live/work units, 52, zero-bedroom, 91 studios, 338 one-bedroom, 178 two-bedroom, and 34 three-bedroom residential units. The size of the units would range size from 450 SF studios to approximately 1,500 SF three-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 1,192 residents.

Table POP-1: Anticipated Residents at Full Occupancy

Unit Type	Number of Units	Persons per Unit[1]	Total Residents
Studio/Live-Work/ Zero-bedroom[2]	150	1.31	197
One-bedroom	338	1.42	480
Two-bedroom	178	2.26	402
Three-bedroom	34	3.33	113
Total	**700**	**-**	**1,192**

[1]Persons per unit retrieved from Census American Community Survey (ACS) 2019 Microdata Sample (PUMS)
[2]For purposes of this analysis, Live-Work units, Zero-bedroom units, and studio units were tabulated together

The 1,192 residents at full occupancy would constitute a 1.6 percent increase over the 2020 City of Redlands population of 73,168 (US Census). In addition, the 700 new multi-family units would constitute a 2.5 percent increase in the total number of residential units in the city, and a 12.3 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 700 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 space and 1 employee for every 697 square feet of office space. Thus, the proposed 87,999 SF of retail space, including the ground floor retail, restaurants, and drugstore, would generate approximately 710 employees at full occupancy of the retail space. The proposed 12,328 SF of office space would generate approximately 18 employees. As of 2017, the City of Redlands had approximately 41,609 jobs (SCAG 2019). Therefore, the additional 728 employment opportunities would be 1.7 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 700 multi-family dwelling units. Therefore, there would be no impacts related to the displacement of substantial numbers of existing people or housing.

Project Design Features

None.

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 55 total sworn personnel, (including 18 firefighter/paramedics and 37 firefighter/EMTs) and covers an area of 37 square miles. Each year, Redlands averages 264 fires, including 64 vegetation fires, 53 structure fires, 47 vehicle fires, and 100 miscellaneous fires.

RFD operates four fire stations in the city. Additionally, the RFD has automatic mutual aid agreements with all surrounding fire agencies. The City's 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) 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.

The closest fire station is Station 261 located at 525 East Citrus Avenue, which is approximately 0.4 roadway miles 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 1.3 roadway miles from the Project site.

The proposed Project would remove the existing Redlands Mall and develop a mixed-use development including 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, amenity areas, community building, a 14,500 SF drugstore, and a 1,721 SF rooftop restaurant space with a rooftop deck located downtown. 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 15.04 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. Additionally, the proposed Project would be required to comply with City fire suppression standards including current California Building Code and adequate fire access.

The calls for service from the additional population at the Project site could result in an increase in response times, if the calls coincide with other calls for service. However, fire protection equipment and staffing can be augmented by the City as needed (with assistance from revenue provided by the Project and the development impact fees required for the proposed Project) to expand fire protection and emergency medical staffing and equipment provided from existing stations and better accommodate simultaneous service calls.

Because the Project site is within 2.7 miles of four existing fire stations and the Project site is within a developed area that is currently served by these stations, the Project would not result in the requirement to construct a new fire station. In addition, 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. The purpose of the public facility fee is to ensure public facilities are available concurrent with the need for such facilities caused by new development within the city.

Overall, with the four existing fire stations within 2.7 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, existing fire protection facilities and staffing could be augmented as needed (with assistance from revenue provided by the Project and the public facilities fee required prior to the issuance of building permits per Chapter 3.60 of the Municipal Code) to expand fire protection and emergency medical staffing and equipment provided from existing stations. 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 1,192 residents and based on the Police Department's staffing of 1.1 officers per 1,000 residents, the proposed Project would require 1.31 additional officers.

Since the need by the Project is approximately 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:

- Franklin Elementary School located at 850 E Colton Avenue, which is 1.1 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 700 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	2020-2021 Enrollment[1]	Existing Remaining Capacity	Students Generated by Project	Remaining Capacity with Project
Franklin Elementary School	749	596	153	147	6
Cope Middle School	1,507	1,329	178	42	136
Redlands High School	3,930	2,340	1,590	63	1,527

[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 700 new multi-family residences and an increase in the use of public parks. The Project would result in a demand for 5.96 acres of parkland/open space. The proposed Project would include 102,525 SF (2.35 acres) of open space which includes landscaped plazas, courtyards, a private pool, and pedestrian paseos. A portion of the Project's Park demand would be met onsite with the provision of 102,525 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 redevelop the Project site with 700 residential units within an area that would redevelop the Redlands Mall. 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.

Project Design Features

None.

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 700-unit multi-family residential development, which would result in 1,192 new residences and a modest increase in the use of public parks. Based on this formula, the Project would result in a demand for 5.96 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 102,525 SF of open space area including recreational community amenities consisting of a pool, sitting areas, garden area, walkways, 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 park 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.

Project Design Features

None.

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 Traffic Analysis, State Street Village-Redlands, July 30, 2021, prepared by Urban Crossroads, included as Appendix I and the State Street Village Vehicle Miles Travelled (VMT) Screening Evaluation, prepared by Urban Crossroads 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 mixed-use development with 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 14,500 SF drug store, 12,328 SF of office space, amenity areas, community building, and a 1,721 SF rooftop restaurant space with a rooftop deck. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. Additionally, the Project would expand 3rd Street south to Citrus Avenue and State Street west to 3rd Street, in line with circulation plans in the City of Redlands General Plan.

A Traffic Analysis, dated July 2021, was prepared for the Project by Urban Crossroads (Urban, 2021). As shown on Table T-1, the mixed-use development would generate approximately 1,866 net weekday daily trips, with 682 net trips produced in the weekday AM peak hour and 217 net trips produced in the weekday PM peak hour when compared to the existing land uses (Urban, 2021).

Table T-1: Project Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Existing Land Uses[1]	57	31	88	156	163	319	3,718
Proposed Project	396	374	770	312	225	536	5,584
Net Trip Generation	**339**	**343**	**682**	**156**	**62**	**217**	**1,866**

[1] Based on existing driveway counts observed for the existing land uses.

Source: Urban Crossroads, 2021 (Appendix I)

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 pedestrian paseos to provide access to the Arrow Line located approximately 0.16-mile from the Project site. Additionally, the Project would restripe Citrus Avenue to include a Class II bike lane. 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. 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 Redlands Boulevard, 3rd Street, Eureka Avenue, and the public alleyway. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. Additionally, the Project would extend 3rd Street and State Street to meet in the middle of the Project site. The proposed street improvements would be reviewed by the City and would be required to meet all City development standards. For example, the design of 3rd Street and State 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, Orange Street, Eureka Street, and 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

As described previously, the proposed Project area would be accessed via the State Street and 3rd Street extensions. Project parking lots would be accessed from Citrus Avenue, Redlands Boulevard, Orange Street, 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 Citrus Avenue, Redlands Boulevard, Orange 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.

Project Design Features

None.

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, 2021 (MCC 2021), 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 March 30 and April 8, 2021, 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

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 Soboba Band of Luiseño Indians and San Manuel Band of Mission Indians requested consultation regarding the proposed Project. The Soboba Band of Luiseño Indians consulted with City on September 9, 2021 and considers the area sensitive for cultural resources as several sites are located nearby. Furthermore, due to the presence of a portion of the Mill Creek Zanja onsite, the Soboba Band of Luiseño Indians described that there is a potential of encountering historic and prehistoric resources near the Zanja. As such, the consulting tribes requested inclusion of mitigation due to the potential of the Project to unearth previously undocumented tribal cultural resources during construction.

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 408 cultural resources have been recorded within one-half mile of the Project site. One cultural resource, the Mill Creek Zanja, is located under the northwest portion of the Project site. However, the Zanja will not be affected by the Project as the existing Zanja easement will remain in place. Additionally, the Soboba Band of Luiseño Indians considers the area sensitive for cultural resources as several sites are located nearby. Therefore, the tribe requests that in addition to MM CUL-1: Inadvertent Discoveries, a tribal monitor be retained to monitor any ground disturbing activities for the Project. Mitigation Measures TCR-1 through TCR-5 have been included to require a Monitoring and Treatment Plan and 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 with Mitigation Incorporated. As discussed above, to avoid potential adverse effects to tribal cultural resources, Mitigation Measures CUL-1 and TCR-1 through TCR-5 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 MM TCR-5 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-5, and MM CUL-1, impacts to TCRs would be less than significant.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

MM TCR-1: The archaeologist shall develop a Cultural Resources Management Plan and include the specifics as to how each Project mitigation measure will be carried out. Any and all cultural documents created as a part of the project (Tribal Cultural Resources Management Plan, Monitoring and Treatment Plans, isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency and disseminated to consulting tribe(s) for review. The Cultural Resource Management Plan shall incorporate:

A. Project grading and development scheduling. Native American Monitor(s) should attend and be present at the pre-construction meeting to establish communication protocols, cultural sensitivity, and provide information and/or training to construction contractors.

B. A schedule for monitoring during initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), this may include, but is not limited to, archaeological testing, and data recovery on the Project site, if determined appropriate. The Cultural Resource Management Plan shall include scheduling, safety requirements, and duties, based on the scope of work, and address the Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with the Project Archaeologist.

C. The protocols and stipulations that the Applicant, Native American Tribal Monitor(s), Project Archaeologist, and City of Redlands shall follow in the event that cultural resources, items of Native American cultural patrimony, or tribal cultural resources are inadvertently discovered during the course of Project related ground disturbing activities.

MM TCR-2: If significant tribal cultural resources are discovered and avoidance or relocation cannot be ensured, the City shall engage in discussions with the Consulting Tribes to determine the best course of action for preservation of the resource.

MM TCR-3: Designated Native American Monitor(s) from the consulting tribe(s), who wish to partake in the monitoring program, shall be present during all initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), which may include but is not limited to testing, and date recovery if determined appropriate. If initial ground-disturbing activities yield no discoveries of tribal cultural resources, the Consulting Tribe(s) may limit, suspend or terminate monitoring efforts at their discretion. The Monitoring Agreement(s) with the consulting tribe(s) shall be provided to the City of Redlands Development Services Department prior to issuance of any demolition, grading, or construction permits.

MM TCR-4: In the event that cultural resources, including historic and pre-contact materials, items of Native American cultural patrimony, or Tribal Cultural Resources are discovered during the course of ground disturbance, the following procedures shall be implemented:

1. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by a qualified archaeologist in coordination with the Native American Monitor(s) from the Consulting Tribe(s). Work on the other portions of the Project, outside of the buffered area, may continue during this assessment period.
2. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s).
3. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the Project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s).
4. Treatment and Final Disposition: The land owner(s) shall relinquish ownership of all items of Native American cultural patrimony and tribal cultural resources (including but not limited to sacred items, burial goods, archaeological artifacts, and non-human remains) that may be discovered. The land owner(s) shall relinquish ownership of tribal cultural resources and items of Native American Cultural Patrimony through one or more of the following methods and provide the City of Redlands with evidence of same:

    A. Accommodate the process for on-site reburial of the discovered items with the Participating Tribes. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and recordation have been completed. A final report which includes associated State DPR Forms, containing an inventory of the items reburied, along with UTM parameters for the reburial location, shall be completed and provided to the City, the Consulting Tribes and filed with the California Historical Resource Information System (CHRIS).

B. A curation agreement with an appropriate qualified repository that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists or researchers for further study. The collections and associated records shall be transferred, including title and associated fees, to an appropriate curation facility.

C. If more than one Native American Tribe or Band is involved with the Project and cannot come to a consensus as to the disposition of tribal cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated at the San Bernardino County Museum. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

MM TCR-5: Discovery of Human Remains. In the event that human remains are encountered on the Project site, the construction contractor's designated Native American Tribal Monitor shall immediately stop all work within 100 feet of the discovery. The Developer shall immediately notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). California Health & Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.

The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

According to California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052).

	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?	☐	☐	☒	☐

The discussion below is based on the Water Supply Assessment for State Street Village, prepared by Charles Marr Consulting, July 2021 (Marr 2021), included as Appendix K.

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 and install 12-inch domestic water lines within the 3rd Street and State Street extensions that would connect to existing 12-inch domestic water lines in Redlands Boulevard, Eureka Street, Citrus Avenue, and Orange Street. 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.

A Water Supply Assessment was prepared for the proposed Project by Charles Marr Consulting (Marr 2021) and is included as Appendix K. According to the Water Supply Assessment, the Project would result in a net water demand of 198 acre-feet per year, which is significantly less than the City's proposed water demand projections. The proposed Project would continue to receive water supplies through the existing

water lines located within Redlands Boulevard, Eureka Street, Citrus Avenue, and Orange 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 remove the existing 8-inch sewer line in Lot 2 and Lot 6 and install new 8-inch sewer lines in the 3rd Street and State Street extensions that would connect to the existing 21-inch sewer line in Citrus Avenue. The Project would also construct onsite connections to the existing sewer line in Redlands Boulevard.

Wastewater demand associated with the proposed Project would be typical of residential wastewater usage in the City of Redlands. As shown in Table UT-1, *Proposed Project Estimated Wastewater Generation*, the proposed Project would generate a demand for approximately 113,804 gallons per day (gpd).

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-1: Proposed Project Estimated Wastewater Generation

Use	Size	Water Demand Rate (gpd/unit)	Total Water Demand (gpd)
Commercial Use[1]	87,999 SF	80 gpd/1,000 SF	7,039.92
Office Space	12,328 SF	150 gpd/1,000 SF	1,849.2
Health Club/Spa[2]	21,344 SF	800 gpd/1,000 SF	17,075.2
Studio/Live-Work/Zero-bedroom	150 du	80 gpd/du	12,000
One Bedroom	338 du	120 gpd/du	40,560
Two Bedroom	178 du	160 gpd/du	28,480
Three Bedroom	34 du	200 gpd/du	6,800
Total Project Water Generation:			**113,804 gpd**

[1]Includes 14,500 SF drugstore
[2]includes s lobby area, workout floors, aerobic rooms, swimming pools, jacuzzi, sauna, locker rooms, showers, and restrooms
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 on-site 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 Water Supply Assessment prepared for the proposed Project concluded that the Project would have a demand of 189 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 113,546 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 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 2021). 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 2021).

Construction

Construction of the proposed Project would require demolition of the commercial buildings, as well as the removal of the existing parking lot. 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 provide 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 12,328 SF of office space, a 14,500 SF drugstore, amenity areas, community building, and a 1,721 SF rooftop restaurant space with a rooftop deck with a rooftop deck that would result in an increase of approximately 1,192 residents on the Project site. As shown on Table UT-2, it is anticipated that the proposed Project would generate a total of approximately 0.26 ton of solid waste per day (94 tons per year) during Project operation.

Table UT-2: Solid Waste Generation during Project Operation

Land Use	Quantity	Generation Rate	Solid Waste Demand
Multi-Family Units	700 units	0.46 tons/unit/year	322 tons per year
Commercial Retail[1]	87,999 SF	0.46 tons/1,000 SF/year	40.5 tons per year
Office	12,328 SF	1.095 tons/1,000 SF/year	13.5 tons per year
Total Solid Waste			**376 tons per year**
Annual Landfill Disposal with AB 341 (75% Reduction)			**94 tons per year**
Weekly Landfill Disposal with AB 341 (75% Reduction)			**1.8 tons per week**

[1]Includes 14,500 SF drugstore

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 Section 5.408.1 of the 2019 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, C*onstruction 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.

Project Design Features

None.

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 2021). 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 Redlands Boulevard, Eureka Street, the proposed Third Street extension, and the public alley. 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 700 multi-family dwelling units, 71,778 SF of ground-floor retail, 14,500 SF drug store, 12,328 SF of office space, amenity areas, community building, and a 1,721 SF rooftop restaurant space with a rooftop deck. As discussed in Section 6.3.14 of this SCEA, the Project is anticipated to result in a population increase of approximately 1,192 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 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 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 the Project includes driveways and the extension of 3rd Street and State Street, these changes to public roadways would not exacerbate fire risk or result in ongoing impacts to the environment besides impacts discussed throughout this SCEA. 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 on-site storm drain facilities would be sized to accommodate stormwater runoff from the Project site so that on-site 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.

Project Design Features

None.

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 contains part of the Mill Creek Zanja, portions of which are listed on the California Register of Historical Resources. In addition, 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 Measures TCR-1 through TCR-5 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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Meaghan Truman

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Urban Crossroads. Energy Analysis. 26 October 2021. Appendix C.

Urban Crossroads. Greenhouse Gas Analysis. 26 October 2021. Appendix E.

Urban Crossroads. Traffic Analysis. 30 July 2021. Appendix I.

Urban Crossroads. State Street Village Vehicle Miles Travelled (VMT) Screening Evaluation. 2 June 2021. Appendix J.

Attachment O-2

Due to the number and size of technical studies,
the documents are made available on the City of Redlands webpage here:

https://www.cityofredlands.org/post/environmental-documents

OR

State Clearinghouse webpage here:

https://ceqanet.opr.ca.gov/2021110117

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 State Street Village 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 Core5 Rider Business Center Project. The table identifies the Plans, Programs, Policies (PPPs); Project Design Features (PDFs); 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; Project Design Features; 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 STATE STREET VILLAGE PROJECT

Plan, Program, Policy / Project Design Feature / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
AIR QUALITY			
PDF AQ-1: Tier III Equipment. Project construction will utilize equipment during demolition, grading, and site preparation phases that equal or exceed Environmental Protection Agency (EPA) and California Air Resource Board (CARB) Tier III engine emissions standards	Note in Construction Plans and Specifications. Prior to Demolition and Grading Permits.	City of Redlands Building and Safety Division	
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	

Plan, Program, Policy / Project Design Feature / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
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 Demolition Permits.	City of Redlands Building and Safety Division	
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			
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	Note in Construction Plans and Specifications. Prior to Demolition and Grading Permits.	City of Redlands Planning Division	

Plan, Program, Policy / Project Design Feature / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
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.			
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 paleontologist selected from the roll of qualified paleontologists maintained by the County, 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 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.	Note in Construction Plans and Specifications. Prior to Grading Permits.	City of Redlands Planning Division	

Plan, Program, Policy / Project Design Feature / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
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.			
HAZARDS AND HAZARDOUS MATERIALS			
PPP HAZ-1: California UST Regulations. Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside County Environmental Health Division, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).	In Construction Plans and Specifications. Prior to Demolition Permit.	City of Redlands Building and Safety Division	
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	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Building and Safety Division	

Plan, Program, Policy / Project Design Feature / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
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.	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 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.	In Construction Plans and Specifications. Prior to Demolition, 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	

Plan, Program, Policy / Project Design Feature / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
TRIBAL CULTURAL RESOURCES			
MM TCR-1: The archaeologist shall develop a Cultural Resources Management Plan and include the specifics as to how each Project mitigation measure will be carried out. Any and all cultural documents created as a part of the project (Tribal Cultural Resources Management Plan, Monitoring and Treatment Plans, isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency and disseminated to consulting tribe(s) for review. The Cultural Resource Management Plan shall incorporate: A. Project grading and development scheduling. Native American Monitor(s) should attend and be present at the pre-construction meeting to establish communication protocols, cultural sensitivity, and provide information and/ or training to construction contractors. B. A schedule for monitoring during initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), this may include, but is not limited to, archaeological testing, and data recovery on the Project site, if determined appropriate. The Cultural Resource Management Plan shall include scheduling, safety requirements, and duties, based on the scope of work, and address the Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with the Project Archaeologist. C. The protocols and stipulations that the Applicant, Native American Tribal Monitor(s), Project Archaeologist, and City of Redlands shall follow in the event that cultural resources, items of Native American cultural patrimony, or tribal cultural resources are inadvertently	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Planning Division	

Plan, Program, Policy / Project Design Feature / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
discovered during the course of Project related ground disturbing activities.			
MM TCR-2: If significant tribal cultural resources are discovered and avoidance or relocation cannot be ensured, the City shall engage in discussions with the Consulting Tribes to determine the best course of action for preservation of the resource.	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Planning Division	
MM TCR-3: Designated Native American Monitor(s) from the consulting tribe(s), who wish to partake in the monitoring program, shall be present during all initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), which may include but is not limited to testing, and date recovery if determined appropriate. If initial ground-disturbing activities yield no discoveries of tribal cultural resources, the Consulting Tribe(s) may limit, suspend or terminate monitoring efforts at their discretion. The Monitoring Agreement(s) with the consulting tribe(s) shall be provided to the City of Redlands Development Services Department prior to issuance of any demolition, grading, or construction permits.	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Planning Division	
MM TCR-4: In the event that cultural resources, including historic and pre-contact materials, items of Native American cultural patrimony, or Tribal Cultural Resources are discovered during the course of ground disturbance, the following procedures shall be implemented: 1. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by a qualified archaeologist in coordination with the Native American Monitor(s) from the Consulting Tribe(s). Work on the other portions of the Project, outside of the buffered area, may continue during this assessment period.	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Planning Division	

Plan, Program, Policy / Project Design Feature / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
2. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s). 3. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the Project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s). 4. Treatment and Final Disposition: The land owner(s) shall relinquish ownership of all items of Native American cultural patrimony and tribal cultural resources (including but not limited to sacred items, burial goods, archaeological artifacts, and non-human remains) that may be discovered. The land owner(s) shall relinquish ownership of tribal cultural resources and items of Native American Cultural Patrimony through one or more of the following methods and provide the City of Redlands with evidence of same: A. Accommodate the process for on-site reburial of the discovered items with the Participating Tribes. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and recordation have been completed. A final report which includes associated State DPR Forms, containing an inventory of the items reburied, along with UTM parameters for the reburial location, shall be completed and provided to the City, the Consulting Tribes and filed with the California Historical Resource Information System (CHRIS). B. A curation agreement with an appropriate qualified repository that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists or researchers for further study. The collections and associated records shall be transferred, including title and associated fees, to an appropriate curation facility.			

Plan, Program, Policy / Project Design Feature / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
C. If more than one Native American Tribe or Band is involved with the Project and cannot come to a consensus as to the disposition of tribal cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated at the San Bernardino County Museum. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/ applicant to pay for those fees.			
MM TCR-5: Discovery of Human Remains. In the event that human remains are encountered on the Project site, the construction contractor's designated Native American Tribal Monitor shall immediately stop all work within 100 feet of the discovery. The Developer shall immediately notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). California Health & Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).	In Construction Plans and Specifications. Prior to Grading Permit.	City of Redlands Planning Division	

Plan, Program, Policy / Project Design Feature / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
According to California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052).			

FINAL
SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT FOR THE STATE STREET VILLAGE PROJECT

Lead Agency:
City of Redlands
35 Cajon Street
Redlands, CA 92373

Project Applicant:
Village Partners Ventures, LLC
4340 Von Karman Avenue, Suite 110
Newport Beach, CA 92660

CEQA Consultant:
ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

2355 Main Street, Suite 100
Irvine, CA 92614

April 2022

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Table of Contents

CH. 1 RESPONSE TO PUBLIC COMMENTS 1-1

CH. 2 ERRATA 2-1

ATTACHMENT A. TRIP GENERATION COMPARISON MEMO
ATTACHMENT B. AIR QUALITY AND GREENHOUSE GAS EMISSIONS MEMO

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1. 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 State Street Village Project during the public review period, which began November 5, 2021and closed December 6, 2021 (SCH No. 2021110117). 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. Gabrieleno Band of Mission Indians-Kizh Nation, Received November 22, 2021(1 page)
O2. Mitchell M. Tsai, Attorney at Law, on behalf of the Southwest Regional Council of Carpenters, Received December 6, 2021 (51 pages)
O3. Lozeau Drury, LLP, on behalf of Supporters Alliance for Environmental Responsibility, Received December 6, 2021 (43 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 State Street Village 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 2, Errata.

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. The comment letters and response to comment letters are found on the following pages:

Page 2-2: Comment letter from Gabrieleno Band of Mission Indians-Kizh Nation.
Page 2-3: Response to comment letter from Gabrieleno Band of Mission Indians-Kizh Nation.

Pages 2-4 through 2-320: Comment letter from Mitchell Tsai, Attorney at Law, on behalf of SRCC.
Pages 2-321 through 2-328: Response to comment letter from Mitchell Tsai, Attorney at Law.

Pages 2-330 through 2-372: Comment letter from Lozeau Drury, LLP, on behalf of SAFER.
Pages 2-373 through 2-384: Response to comment letter from Lozeau Drury, LLP.

Letter O1: Gabrieleno Band of Mission Indians-Kizh Nation, Received November 22, 2021 (1 page)

GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The Gabrielino Tribal Council - San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

November 22,2021

Project Name: State Street Village Project, City of Redlands

Thank you for your letter regarding the project above. This is to concur that we are in agreement with the General Plan Amendment. However, our Tribal government would like to request consultation for any and all future projects when ground disturbance will be occurring within this location. O1.1

Sincerely,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
1(844)390-0787

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Dr. Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723 www.gabrielenoindians.org admin@gabrielenoindians.org

RESPONSE TO COMMENT LETTER O1: Gabrieleno Band of Mission Indians-Kizh Nation

Response to Comment O1.1: This comment states that the Tribe agrees with the General Plan Amendment and would like to request additional consultation for future projects where ground disturbance will be occurring within the project site. Written notice was previously provided to the Gabrieleno Band of Mission Indians – Kizh Nation in accordance with California Government Code §65352.3 and Public Resources Code §21080.3.1 in the letter mailed to the Tribe on March 29, 2021. No response or request for consultation was received within 90 days from when the City's notice was received. As such, tribal consultation for the State Street Village closed, as discussed in Section 6.3.18 of the SCEA (see pages 195-199). Furthermore, Mitigation Measures TCR-1 through TCR-5 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 2: Mitchell M. Tsai, Attorney at Law, on behalf of the Southwest Regional Council of Carpenters, Received December 6, 2021

P: (626) 381-9248
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E: info@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

December 6, 2021

Brian Foote
City of Redlands
35 Cajon Street, Suite 20
Redlands, CA 92373
Em: bfoote@cityofredlands.org

RE: Sustainable Communities Environmental Assessment for the State Street Village Project (SCH No. 2021110117)

Dear Brian Foote,

On behalf of the Southwest Regional Council of Carpenters ("**SWRCC**" or "**Southwest Carpenters**"), my Office is submitting these comments on the City of Redlands' ("**City**" or "**Lead Agency**") Sustainable Communities Environmental Assessment ("**SCEA**") (SCH No. 2021110117) for the State Street Village Project ("**Project**").

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states and has a strong interest in well ordered land use planning and addressing the environmental impacts of development projects.

O2.1

Individual members of the Southwest Carpenters live, work and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

The Southwest Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

SWRCC incorporates by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City*

of Woodland (2014) 225 Cal. App. 4th 173, 191 (finding that any party who has objected to the Project's environmental documentation may assert any issue timely raised by other parties).

Moreover, SWRCC requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body. O2.1 cont.

The City should require the Applicant provide additional community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note: O2.2

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

> . . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

O2.2 cont.

Recently, on May 7, 2021, the South Coast Air Quality Management District found that the "[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component" can result in air pollutant reductions.[2]

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to "promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions."[3]

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City "[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint

[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10

[3] City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

labor-management training programs, . . ."[4] In addition, the City of Hayward requires all projects 30,000 square feet or larger to "utilize apprentices from state-approved, joint labor-management training programs."[5]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[6]

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.[7] Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

O2.2 cont.

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing." The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When

[4] City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf.

[5] City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

[6] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[7] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

O2.2 cont.

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

The City should also require the Project to be built to standards exceeding the current 2019 California Green Building Code to mitigate the Project's environmental impacts and to advance progress towards the State of California's environmental goals.

O2.3

I. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations ("**CCR**" or "**CEQA Guidelines**") § 15002(a)(1).[8] "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR 'protects not only the environment but also informed self-government.' [Citation.]" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 (*"Berkeley Jets"*); *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

O2.4

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets,* 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass'n v.*

[8] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 *et seq*, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. (Cal. Pub. Res. Code § 21083.) The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

Regents of the University of California (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position.' A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights,* 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131. As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

O2.4
cont.

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

B. CEQA Requires Revision and Recirculation of an Environmental Impact Report When Substantial Changes or New Information Comes to Light

Section 21092.1 of the California Public Resources Code requires that "[w]hen significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 … but prior to certification, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report" in order to give the public a chance to review and comment upon the information. CEQA Guidelines § 15088.5.

Significant new information includes "changes in the project or environmental setting as well as additional data or other information" that "deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative)." CEQA Guidelines § 15088.5(a). Examples of significant new information requiring recirculation include "new significant environmental impacts from the project or from a new mitigation measure," "substantial increase in the severity of an environmental impact," "feasible project alternative or mitigation measure considerably different from others previously analyzed" as well as when "the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." *Id.* O2.5

An agency has an obligation to recirculate an environmental impact report for public notice and comment due to "significant new information" regardless of whether the agency opts to include it in a project's environmental impact report. *Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal. App. 4th 74, 95 [finding that in light of a new expert report disclosing potentially significant impacts to groundwater supply "the EIR should have been revised and recirculated for purposes of informing the public and governmental agencies of the volume of groundwater at risk and to allow the public and governmental agencies to respond to such information."]. If significant new information was brought to the attention of an agency prior to certification, an agency is required to revise and recirculate that information as part of the environmental impact report.

C. Due to the COVID-19 Crisis, the City Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[9]

SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. SWRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site. O2.6

In particular, based upon SWRCC's experience with safe construction site work practices, SWRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.

[9] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.

O2.6 cont.

- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[10]

O2.6 cont.

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

SWRCC has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.[11]

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[10] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

[11] For details concerning SWRCC's ICRA training program, *see* https://icrahealthcare.com/.

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

O2.6 cont.

The City should require the Project to be built using a workforce trained in ICRA protocols.

II. THE PROJECT DOES NOT MEET THE CRITERIA FOR THE USE OF A SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

A. Background Concerning Sustainable Communities Environmental Assessments

SB 375 provides CEQA-based incentives and streamlining for certain residential, mixed-use, and transportation-oriented developments. SB 375 includes two optional CEQA streamlining options for local lead agencies.

First, under SB 375, residential and mixed-use projects that (1) are consistent with the use designation, density, building intensity, and applicable policies specified in a California Air Resources Board ("CARB")-approved sustainable communities strategy ("SCS") or alternative planning strategy ("APS") and (2) incorporate mitigation measures required by an "applicable prior environmental document," which may include the environmental impact report for the regional transportation plan, need not reference, describe or discuss growth-inducing impacts or project-specific or cumulative impacts on global warming or on the regional transportation network arising from automobiles or light-duty truck trips generated by the Project. PRC §21159.28(a).

O2.7

Second, TPPs consistent with the SCS or APS may qualify for a total CEQA exemption or a Sustainable Communities Environmental Assessment ("SCEA"). PRC §21155.1-21155.2. A TPP is a specific project that must (1) be consistent with a CARB-approved SCS or APS; (2) contain at least 50 percent residential use, and if the project contains between 26 percent and 50 percent nonresidential uses, then a floor area ratio of not less than 0.75, (3) have a minimum net density of 20 units per acre; and (4) be located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. PRC §21155.

A TPP may be reviewed through a SCEA provided, *inter alia*, that (1) an initial study

identifies "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); (2) the SCEA shall 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 §21155.2(b)(2); and (3) "the lead agency's decision to review and approve a transit priority project with a sustainable communities environmental assessment" is "reviewed under the substantial evidence standard" PRC §21155.2(b)(7).

A SCEA is similar to a negative declaration in that the lead agency must identify and analyze all potentially significant or significant effects of the project and mitigate them to a level of less than significant. See PRC §21155.2(b).

If a legislative body of a city or county finds, after conducting a public hearing, that a transit priority project meets all of the requirements subdivisions (a) and (b) and one of the requirements of subdivision (c) of PRC § 21155.1, the TPP is declared to be a sustainable communities project and will be exempt from CEQA. PRC § 21155.1. At a minimum, the legislative body of a city or county must find that the project can be adequately served by existing utilities and that: **O2.7 cont.**

(1) the project site does not contain wetlands or riparian areas or have significant value as wildlife habitat,

(2) the project does not have a significant effect on historical resources,

(3) the project buildings are energy efficient,

(4) landscaping is designed to achieve 25 percent less water usage, and

(5) the project does not present a risk of public health exposure in violation of state or federal law.

PRC § 21155.1.

A SCEA may be approved by the lead agency after conducting a public hearing, reviewing the comments received, and finding that: (A) all potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, (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, and (ii) those changes or

alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. PRC §21155.2(b)(5).

O2.7 cont.

The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard. PRC §21155.2(b)(7).

B. The Project Cannot be Evaluated Under a SCEA since the SCEA Fails to Incorporate All Feasible Mitigation Measures from Prior Environmental Impact Reports

Section 21155.2 of the Cal. Public Resources Code requires that a transit priority project "TPP" incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports. However, the Project's SCEA fails to incorporate many applicable mitigation measures identified in SCAG's 2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy ("2020-2045 RTP/SCS" or "Connect SoCal"; and its respective Plan Environmental Impact Report[12] without making a feasibility determination.

First, the SCEA fails to incorporate feasible mitigation measures on the basis that its design features and "regulatory compliance measures" ensure that the Project "substantially conforms" to the mitigations measures identified in the Connect SoCal MMRP. For example, in regard to the SCEA states that Mitigation PMM-BIO-5, "is not required because Project impacts would be less than significant with the implementation of regulatory compliance measures." (SCEA, p. 62)

O2.8

Second, the SCEA unlawfully fails to incorporate feasible mitigation measures simply on the basis that the SCEA did not identify a potentially significant impact. For example, regarding PMM-BIO-1, the SCEA states that "[n]o mitigation is required as Project impacts would be less than significant." (SCEA . 54)

Third, the SCEA claims that "[w]ith implementation of CARB and SCAQMD rules, the Project would minimize construction emissions and would therefore be substantially in conformance with SCAG PMM AIR-1." (SCEA P. 49) However, not only do existing regulatory requirements not require many of the mitigation measures,

[12] SCAG (Sept. 3, 2020) A Resolution of the Southern California Association of Governments (SCAG) Adopting the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) Program Environmental Impact Report (PEIR) Addendum and Approving Connect SoCal in its Entirety, Exhibit A, "Revised Mitigation Monitoring and Reporting Program, *available at* https://scag.ca.gov/sites/main/files/file-attachments/exhibit-a_connectsocal_peir_revisedmmrp.pdf?1606004474 at pp. 2 – 52.

but the SCEA also fails to provide a reason why implementation of the mitigation measures would not be feasible.

The Project is required to incorporate all feasible mitigation measures, regardless of whether the SCEA identifies a potentially significant impact. Pub. Res. Code § 21155.2 subd. (a) is unambiguous in stating that transit priority projects must incorporate "**all feasible mitigation measures**, performance standards or criteria set forth in prior environmental impact reports," irrespective of whether the SCEA finds a less than significant impact with mitigation. The SCEA fails to address the feasibility of measures not incorporated into the Project, and thus fails to meet the requirements of Pub. Res. Code § 21155.2. O2.8 cont.

C. Background Concerning SCAG's RTP/SCS

Senate Bill No. 375 requires regional planning agencies to include a sustainable communities strategy in their regional transportation plans. Gov. Code § 65080, sub.(b)(2)(B).) CEQA Guidelines § 15125(d) provides that an EIR "shall discuss any inconsistencies between the proposed project and…regional plans. Such regional plans include…regional transportation plans." Thus, CEQA requires analysis of any inconsistencies between the Project and the relevant RTP/SCS plan.

In April 2016, SCAG adopted the 2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy ("2016-2040 RTP/SCS"),[13] which includes policies and strategies to will help the region achieve GHG emission reductions that would reduce the region's per capita transportation emissions by eight percent by 2020 and 18 percent by 2035.[14] SCAG's RTP/SCS plan is based upon the same requirements outlined in CARB's 2017 Scoping Plan and SB 375. O2.9

On September 3, 2020, SCAG adopted the 2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy, titled Connect SoCal ("2020-2045 RTP/SCS" or "Connect SoCal").[15] The 2020 RTP / SCS adopts policies and strategies aimed at

[13] Southern California Association of Governments ("SCAG") (April 2016) The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life ("SCAG 2016-2040 RTP/SCS"), *available at* https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557.

[14] *Id.* at pp. 8, 15, 153, 166.

[15] SCAG (Sept 2020) Connect SoCal: The 2020 – 2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments (SCAG Connect SoCal"), *available at* https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176.

reducing the region's per capita greenhouse gas emissions by 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035. [16]

For both the 2016-2040 and the 2020-2045 RTP/SCS and Connect SoCal, SCAG prepared Program Environmental Impact Reports ("PEIRs") that include Mitigation Monitoring and Reporting Programs ("MMRP") that list project-level environmental mitigation measures that directly and/or indirectly relate to a project's GHG impacts and contribution to the region's GHG emissions.[17] These environmental mitigation measures serve to help local municipalities when identifying mitigation to reduce impacts on a project-specific basis that can and should be implemented when they identify and mitigate project-specific environmental impacts.

O2.9 cont.

D. The SCEA Fails to Show Consistency with SCAG's RTP/SCS Performance-Based Standards

The SCEA fails to consider whether the Project meets any of the specific performance-based goals underlying SCAG's RTP/SCS and SB 375, such as: i) per capita GHG emission targets, or ii) daily vehicles miles traveled ("VMT") per capita benchmarks.

In particular, SB 375 Per Capita GHG Emission Goals was signed into law in September 2008 to enhance the state's ability to reach AB 32 goals by directing CARB to develop regional 2020 and 2035 GHG emission reduction targets for passenger vehicles (autos and light-duty trucks).

O2.10

In March 2018, CARB adopted updated regional targets requiring a 19 percent decrease in VMT for the SCAG region by 2035. This goal is reflected in SCAG's 2020

[16] *Id.* at xiii.

[17] SCAG (April 7, 2016) Resolution No. 16-578-1: A Resolution of the Southern California Association of Government Certifying the Final Program Environmental Impact Report Prepared for the 2016 – 2040 Regional Transportation Plan / Sustainable Communities Strategy (SCH#2015031035) and Adopting Findings of Fact, a Statement of Overriding Considerations and a Mitigation, Monitoring and Reporting Program Pursuant to the California Environmental Quality Act, Exhibit B, "Mitigation Monitoring and Reporting Program," *available at* www.scag.ca.gov/sites/main/files/file-attachments/2016fpeir_exhibitb_mmrp.pdf?1623887711; *see also* SCAG (Sept. 3, 2020) A Resolution of the Southern California Association of Governments (SCAG) Adopting the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) Program Environmental Impact Report (PEIR) Addendum and Approving Connect SoCal in its Entirety, Exhibit A, "Revised Mitigation Monitoring and Reporting Program, *available at* https://scag.ca.gov/sites/main/files/file-attachments/exhibit-a_connectsocal_peir_revisedmmrp.pdf?1606004474.

RTP/SCS Program Environmental Impact Report ("PEIR"),[18] in which the 2020 RTP/SCS PEIR updates the per capita emissions to 21.3 lbs/day in 2020 and 18.8 lbs/day in 2035.[19]

O2.10 cont.

The SCEA fails to show consistency with SoCal Connect's Performance-Based Standards

E. The SCEA Fails to Demonstrate Consistency with SCAG's RTP/SCS

A review of the *RTP/SCS* demonstrates that the proposed Project is inconsistent with several of its measures, including but not limited to the analysis below:

SCAG RTP/SCS 2020-2045[20]	
Air Quality Project Level Mitigation Measures – 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 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.	Here, the SCEA fails to discuss the feasibility of minimizing land disturbance. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.11

[18] 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) Program Environmental Impact Report (PEIR) Exhibit A, "Revised Mitigation Monitoring and Reporting Program, *available at* https://scag.ca.gov/sites/main/files/file-attachments/exhibit-a_connectsocal_peir_revisedmmrp.pdf?1606004474.
[19] *Id.*
[20] 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) Program Environmental Impact Report (PEIR) Exhibit A, "Revised Mitigation Monitoring and Reporting Program, *available at* https://scag.ca.gov/sites/main/files/file-attachments/exhibit-a_connectsocal_peir_revisedmmrp.pdf?1606004474.

b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.	Here, the SCEA fails to mention or require suspending grading and earth moving when wind gusts exceed 25 mph. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
c) Cover trucks when hauling dirt.	Here, the SCEA fails to mention or require trucks to be covered during dirt hauling. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
d) Stabilize the surface of dirt piles if not removed immediately.	The SCEA fails to specifically mention or discuss the feasibility of stabilizing the surface of dirt piles if not removed immediately. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.	Here, the SCEA fails to mention or evaluate the feasibility of limiting vehicular paths on unpaved surfaces and stabilizing any temporary roads. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.11 cont.

f) Minimize unnecessary vehicular and machinery activities.	Here, the SCEA fails to mention or evaluate the feasibility of minimizing unnecessary vehicular and machinery activities. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.	As previously discussed, CARB and SCAQMD's Rule 403 fails to require these measures and the SCEA fail to commit to their implementation. As such, we are unable to verify that these measures will actually be implemented, monitored, and enforced on the Project site. Furthermore, the SCEA fails to specifically require the Project to sweep paved streets at least once per day where there is evidence that dirt has been carried onto the roadway. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.	Here, the SCEA fails to mention or evaluate the feasibility of revegetating disturbed land, including vehicular paths created during construction. The SCEA also fails to mention avoiding future off-road vehicular activities. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its

O2.11 cont.

	consistency determination.
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 couldbe 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.	Here, the SCEA fails to mention or evaluate the feasibility of requiring contractors to assemble comprehensive inventory lists of all heavy-duty off-road equipment that could be use dan aggregate of40 or more hours for the Project. The SCEA also fails tomention or evaluate the feasibility of preparing a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
k) Ensure that all construction equipment isproperly tuned and maintained.	Here, the SCEA fails to mention or discuss the feasibility of ensuring that all construction equipment is properly tuned and maintained. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.11 cont.

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.	As previously discussed, SCAQMD's Rule 403 fails to require these measures and the SCEA fails to commit to their implementation. As such, we are unable to verify that these measures will actually be implemented, monitored, and enforced on the Project site. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
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.	Here, the SCEA fails to mention or evaluate the feasibility of developing a traffic plan to minimize traffic flow interference from construction activities. As such, we are unable to verify that the listed measures will be implemented, monitored, and enforced on the Project site. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.11 cont.

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.	Here, the SCEA fails to mention or evaluate the feasibility of requiring 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. The SCEA also fails to mention or discuss arranging appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the Project site. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
q) Require projects within 500 feet of residences, hospitals, or schools to use Tier 4 equipment for all engines above 50 horsepower (hp) unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds.	Here, the SCEA fails to mention or evaluate the feasibility of requiring the Project to use Tier 4 equipment for all engines above 50 hp. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Greenhouse Gas Project Level Mitigation Measures – 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 violating air quality standards. 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	Here, while the SCEA states that the Project "would be required to comply with the applicable Building Energy Efficiency Standards and CALGreen," the SCEA fails

O2.11 cont.

project design including: 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, 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. Reduce wood burning stoves or fireplaces. x. Provide bike lanes accessibility and parking at residential developments.	to integrate green building measures consistent (p. 72). Specifically, the SCEA fails to discuss using energy efficient materials; installing energy- efficient lighting, heating, and cooling systems, water heaters, appliances, equipment, and control systems; reducing lighting, heating, and cooling needs by taking advantage of light-colored roofs and sunlight; incorporating passive environmental control systems; using high-efficiency lighting and cooking devices; incorporating passive solar design;using high-reflectivity building materials and multiple glazing; prohibiting gas-powered landscape maintenance equipment; reducing wood burning stoves or fireplaces; and/or providing bike lanes accessibility and parking. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.	**O2.11 cont.**

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.	Here, the SCEA fails to mention or utilize measures described in Appendix F of the State CEQA Guidelines. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
c)Include off-site measures to mitigate a project's emissions.	Here, the SCEA fails to mention or discuss the feasibility of including off-site measures to mitigate the Project's emissions. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
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; v. Use cement blended with the maximum feasible amount of flash	Here, the SCEA fails to mention or evaluate the feasibility of incorporating BACT during design, construction, and operation of the Project. Specifically, the SCEA fails to mention or evaluate the feasibility of using energy and fuel-efficient vehicles and equipment; deploying zero- and/or near zero emission technologies; using lighting systems that are energy efficient, such as LED technology; using the minimum feasible amount of GHG-emitting construction materials; using cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; incorporating design measures to reduce energy consumption and increase use of renewable energy; using lighter- colored pavement where feasible; and/or soliciting bids that include the concepts listed above.

O2.11 cont.

or other materials that reduce GHG emissions from cement production; vi. Incorporate design measures to reduce energy consumption and increase use of renewable energy; vii. Incorporate design measures to reduce water consumption; viii. Use lighter-colored pavement where feasible; and Solicit bids that include concepts listed above.	As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
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. Increase bicycle carrying capacity on transit and rail vehicles; ii. Increase access to common goods and services, such as groceries, schools, and day care; iii. Incorporate affordable housing into the project; iv. Incorporate the neighborhood electric vehicle network; v. Orient the project toward transit, bicycle and pedestrian facilities; vi. Improve pedestrian or bicycle networks, or transit service;	Here, the SCEA fails to mention or evaluate the feasibility of incorporating measures that include transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies. Specifically, the SCEA fails to mention or evaluate the feasibility of increasing bicycle carrying capacity on transit and rail vehicles; increasing access to common goods and services, such as groceries, schools, and day care; incorporating affordable housing into the project; orienting the project toward transit, bicycle and pedestrian facilities; improving pedestrian or bicycle networks, or transit service; providing traffic calming measures; providing bicycle parking; limiting or eliminating park supply; unbundling parking costs; providing parking cash-out programs; and/or implementing or providing access to

O2.11 cont.

vii. Provide traffic calming measures; viii. Provide bicycle parking; ix. Limit or eliminate park supply; x. Unbundle parking costs; xi. Provide parking cash-out programs; and Implement or provide access to commute reduction program	commute reduction programs. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
f) Incorporate bicycle and pedestrian facilities into project designs and maintaining these facilities; and planning for and building local bicycle projects that connect with the regional network;	Here, the SCEA fails to mention or evaluate the feasibility of incorporating bicycle and pedestrian facilities into Project design and maintaining these facilities. The SCEA also fails to mention or discuss the feasibility of planning for and building local bicycle projects that connect with the regional network. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
g) Improving transit access to rail and bus routes by incentives for construction and transit facilities within developments, and/or providing dedicated shuttle service to transit stations;	Here, the SCEA fails to provide incentives for construction and transit facilities within the development to improve transit access to rail and bus routes. The SCEA also fails to mention or provide dedicated shuttle service to transit stations. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.11 cont.

h) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;	Here, the SCEA fails to discuss the feasibility of or designate a percentage of parking spaces for ride- sharing or high-occupancy vehicles. The SCEA also fails to mention or discuss the feasibility of providing adequate passenger loading and unloading for those vehicles. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.	
i) Land use siting and design measures that reduce GHG emissions, including: i. 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 j) Land use siting and design measures that reduce GHG emissions, including: i. 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	Here, the SCEA fails to discuss measures that increase vehicle efficiency, including encouraging the use of zero and low emissions vehicles, and/or reducing the carbon content of fuels, and/or charging for electric bicycles. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.	**O2.11 cont.**

bicycles k) Land use siting and design measures that reduce GHG emissions, including: i. 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	

O2.11 cont.

As the table above indicates, the SCEA fails to provide sufficient information and analysis to determine Project consistency with numerous measures under SCAG's 2020-2045 *RTP/SCS*.

III. THE PROJECT SCEA IS INADEQUATE

A. The SCEA Improperly Labels Mitigation Measures as "Project Design Features," "Existing Plans, Programs, or Policies" and "Regulatory Compliance Measures"

The SCEA improperly labels mitigation measures as "project design features" ("PDFs") Existing Plans, Programs, or Policies ("PPPs") "regulatory compliance measures" ("RCMs"). Relying on these PPPs, RCMs and PDFs, the SCEA concludes in many instances that the Project's impacts, including those on degradation of visual character; net increases of criteria air pollutants; tree removal; nesting native birds; inadvertent discovery of cultural resources and human remains; erosion; inadvertent discovery of paleontological resources; greenhouse gas emissions; public hazards related to asbestos, methane, and accidental release of hazardous materials; impact on water quality standards and groundwater; noise impacts; impacts on public services; impacts on neighborhood and regional recreational facilities; VMT-related impacts;

O2.12

and impacts on public utilities are less than significant, and that no mitigation is required.

It even relies on these PPPs, RCMs and PDFs to justify its failure to adopt an otherwise feasible mitigation measures. For example, the SCEA states in regard to PMM BIO-1, that"[t]his 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." (emphasis added) (SCEA p. 54)

The SCEA recognizes at times that PPPs, PDFs and RCMs are, in fact, mitigation measures meant to lessen the Project's environmental impacts. (Some of them are de facto mitigation measures not tied to any specific regulatory requirements.) However, it is established that "'[a]voidance, minimization and / or mitigation measure[s]' . . . are not 'part of the project.' . . . [C]ompressing the analysis of impacts and mitigation measures into a single issue . . . disregards the requirements of CEQA." (*Lotus v. Department of Transportation* (2014) 223 Cal. App. 4th 645, 656.)

O2.12 cont.

When "an agency decides to incorporate mitigation measures into its significance determination, and relies on those mitigation measures to determine that no significant effects will occur, that agency must treat those measures as though there were adopted following a finding of significance." (Lotus, supra, 223 Cal. App. 4th at 652 [citing CEQA Guidelines § 15091(a)(1) and Cal. Public Resources Code § 21081(a)(1).])

By labeling mitigation measures as PPPs, PDFs and RCMs, the City violates CEQA by failing to disclose "the analytic route that the agency took from the evidence to its findings." (Cal. Public Resources Code § 21081.5; CEQA Guidelines § 15093; Village Laguna of Laguna Beach, Inc. v. Board of Supervisors (1982) 134 Cal. App. 3d 1022, 1035 [quoting Topanga Assn for a Scenic Community v. County of Los Angeles (1974) 11 Cal. 3d 506, 515.])

The SCEA's use of PPPs, PDFs and RCMs further violates CEQA because such measures would not be included in the Project's Mitigation Monitoring and Reporting Program. CEQA requires lead agencies to adopt mitigation measures that are fully enforceable and to adopt a monitoring and/or reporting program to ensure that the measures are implemented to reduce the Project's significant environmental effects to the extent feasible. (PRC § 21081.6; CEQA Guidelines § 15091(d).) Therefore, utilizing project design features and best management practices in the SCEA's analysis to

reduce the significance of environmental impacts in lieu of establishing enforceable mitigation measures violates CEQA. O2.12 cont.

B. The SCEA Defers the Development of Environmental Mitigation Measures

The SCEA states that MM-PAL-1 will consist of "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 paleontologist selected from the roll of qualified paleontologists maintained by the County, stating that the paleontologist has been retained to provide services for the project." (SCEA, p. 138) While the SCEA mentions the requirement of a qualified paleontological monitor in general terms, it fails to commit to specific performance standards.

CEQA mitigation measures proposed and adopted into an environmental impact report are required to describe what actions that will be taken to reduce or avoid an environmental impact. (CEQA Guidelines § 15126.4(a)(1)(B) [providing "[f]ormulation of mitigation measures should not be deferred until some future time."].) While the same Guidelines section 15126.5(a)(1)(B) acknowledges an exception to the rule against deferrals, but such exception is narrowly proscribed to situations where "measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way." (*Id.*) Courts have also recognized a similar exception to the general rule against deferral of mitigation measures where the performance criteria for each mitigation measure is identified and described in the EIR. (*Sacramento Old City Ass'n v. City Council* (1991) 229 Cal.App.3d 1011.) O2.13

Impermissible deferral can occur when an EIR calls for mitigation measures to be created based on future studies or describes mitigation measures in general terms but the agency fails to commit itself to specific performance standards. (*Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4th 260, 281 [city improperly deferred mitigation to butterfly habitat by failing to provide standards or guidelines for its management]; *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 671 [EIR failed to provide and commit to specific criteria or standard of performance for mitigating impacts to biological habitats]; *see also Cleveland Nat'l Forest Found. v San Diego Ass'n of Gov'ts* (2017) 17 Cal.App.5th 413, 442 [generalized air quality measures in the EIR failed to set performance standards]; *California Clean Energy Comm. v City of Woodland* (2014) 225 Cal.App.4th 173, 195

[agency could not rely on a future report on urban decay with no standards for determining whether mitigation required]; *POET, LLC v. State Air Resources Bd.* (2013) 218 Cal.App.4th 681, 740 [agency could not rely on future rulemaking to establish specifications to ensure emissions of nitrogen oxide would not increase because it did not establish objective performance criteria for measuring whether that goal would be achieved]; *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1119 [rejecting mitigation measure requiring replacement water to be provided to neighboring landowners because it identified a general goal for mitigation rather than specific performance standard]; *Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 794 [requiring report without established standards is impermissible delay].)

In order to avoid the environmental mitigation measure development to be deferred, the paleontologist retained to conduct monitoring of the Project's excavation activities must meet the requirements for 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 (attached as Exhibit D)

O2.13 cont.

Also, any paleontological monitors conducting full-time monitoring during the Project's grading and excavation operations must meet the requirements for a "paleontological resource monitor" pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology.

Further, the Project's paleontological monitoring and mitigation must follow at minimum the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology.

C. The SCEA's Mitigation Measures are Impermissibly Vague and Defer Critical Details

The SCEA improperly defers critical details of mitigation measures. The formulation of mitigation measures generally cannot be deferred until after certification and approval of the environmental document and approval of a project. CEQA Guidelines § 15126.4(a)(1)(B) ("…[f]ormulation of mitigation measures should not be deferred until some future time.").

O2.14

Deferring critical details of mitigation measures undermines CEQA's purpose as a public information and decision-making statute. "[R]eliance on tentative plans for future mitigation after completion of the CEQA process significantly undermines CEQA's goals of full disclosure and informed decisionmaking; and[,] consequently, these mitigation plans have been overturned on judicial review as constituting improper deferral of environmental assessment." (Communities for a Better Environment v. City of Richmond (2010) 184 Cal. App. 4th 70, 92 ("Communities")). As the Court noted in Sundstrom v. County of Mendocino (1988) 202 Cal.App.3d 296, 307, "[a] study conducted after approval of a project will inevitably have a diminished influence on decision-making. Even if the study is subject to administrative approval, it is analogous to the sort of post hoc rationalization of agency actions that has been repeatedly condemned in decisions construing CEQA."

A lead agency's adoption of proposed mitigation measure for a significant environmental effect that merely states a "generalized goal" to mitigate a significant effect without committing to any specific criteria or standard of performance violates CEQA by improperly deferring the formulation and adoption of enforceable mitigation measures. San Joaquin Raptor Rescue Center v. County of Merced (2007) 149 Cal.App.4th 645, 670; Communities, supra,184 Cal.App.4th at 93 ("EIR merely proposes a generalized goal of no net increase in greenhouse gas emissions and then sets out a handful of cursorily described mitigation measures for future consideration that might serve to mitigate the [project's significant environmental effects."); cf. Sacramento Old City Assn. v. City Council (1991) 229 Cal.App.3d 1011, 1028-1029 (upheld EIR that set forth a range of mitigation measures to offset significant traffic impacts where performance criteria would have to be met, even though further study was needed and EIR did not specify which measures had to be adopted by city).].

O2.14 cont.

The following Project mitigation measures are impermissibly vague and defer critical details:

1) While not identified formally as a mitigation measure, MM-BIO-1 calls for the retention of a qualified biologist and/or a qualified biological monitor, without specifying any specific qualifications or criteria used in the selection of the biologist or monitor.
2) "Applicant would be required to pay Developer Impact Fees to offset any impacts to public services." (SCEA p. 96)

3) "[A]pplicants 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." (SCEA p. 96)

O2.14 cont.

The City should amend the above mitigation measures to specify details of any needed mitigation plans and what performance standards will be used to ensure that impacts will be less than significant.

D. The SCEA Defers the Development of Environmental Mitigation Measures

The SCEA states that MM-PAL-1 will consist of "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 paleontologist selected from the roll of qualified paleontologists maintained by the County, stating that the paleontologist has been retained to provide services for the project." (SCEA, p. 138) While the SCEA mentions the requirement of a qualified paleontological monitor in general terms, it fails to commit to specific performance standards.

CEQA mitigation measures proposed and adopted into an environmental impact report are required to describe what actions that will be taken to reduce or avoid an environmental impact. (CEQA Guidelines § 15126.4(a)(1)(B) [providing "[f]ormulation of mitigation measures should not be deferred until some future time."].) While the same Guidelines section 15126.5(a)(1)(B) acknowledges an exception to the rule against deferrals, but such exception is narrowly proscribed to situations where "measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way." (*Id.*) Courts have also recognized a similar exception to the general rule against deferral of mitigation measures where the performance criteria for each mitigation measure is identified and described in the EIR. (*Sacramento Old City Ass'n v. City Council* (1991) 229 Cal.App.3d 1011.)

O2.15

Impermissible deferral can occur when an EIR calls for mitigation measures to be created based on future studies or describes mitigation measures in general terms but the agency fails to commit itself to specific performance standards. (*Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4th 260, 281 [city improperly deferred mitigation to butterfly habitat by failing to provide standards or guidelines for its management]; *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149

Cal.App.4th 645, 671 [EIR failed to provide and commit to specific criteria or standard of performance for mitigating impacts to biological habitats]; *see also Cleveland Nat'l Forest Found. v San Diego Ass'n of Gov'ts* (2017) 17 Cal.App.5th 413, 442 [generalized air quality measures in the EIR failed to set performance standards]; *California Clean Energy Comm. v City of Woodland* (2014) 225 Cal.App.4th 173, 195 [agency could not rely on a future report on urban decay with no standards for determining whether mitigation required]; *POET, LLC v. State Air Resources Bd.* (2013) 218 Cal.App.4th 681, 740 [agency could not rely on future rulemaking to establish specifications to ensure emissions of nitrogen oxide would not increase because it did not establish objective performance criteria for measuring whether that goal would be achieved]; *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1119 [rejecting mitigation measure requiring replacement water to be provided to neighboring landowners because it identified a general goal for mitigation rather than specific performance standard]; *Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 794 [requiring report without established standards is impermissible delay].)

O2.15 cont.

In order to avoid the environmental mitigation measure development to be deferred, the paleontologist retained to conduct monitoring of the Project's excavation activities must meet the requirements for 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 (attached as Exhibit D)

Also, any paleontological monitors conducting full-time monitoring during the Project's grading and excavation operations must meet the requirements for a "paleontological resource monitor" pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology.

Further, the Project's paleontological monitoring and mitigation must follow at minimum the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology.

E. The SCEA Incorrectly Relies on CARB's Scoping Plan as an Implementation

The SCEA concludes that the proposed Project would result in a less than significant GHG impact as a result of the Project's consistency with CARB's Scoping Plan and SCAG's RTP/SCS (p. 74). However, the SCEA's GHG analysis and subsequent less-than-significant impact conclusion is incorrect and unsubstantiated. Specifically, according to the SCEA, "[w]ith implementation of CARB and SCAQMD rules, the Project would minimize construction emissions and would therefore be substantially in conformance with SCAG PMM AIR-1." (SCEA P. 49) However, the SCEA's reliance upon CARB's Scoping Plan rules is incorrect. CARB's *Scoping Plan* fails to contain project-level measures. According to CARB's *Scoping Plan*:

> "CARB recommends that local governments evaluate and adopt robust and quantitative locally- appropriate goals that align with the statewide per capita targets and the State's sustainable development objectives and develop plans to achieve the local goals… Sufficiently detailed and adequately supported **GHG reduction plans (including CAPs) also provide local governments** with a valuable tool for streamlining project-level environmental review. Under CEQA, individual projects that comply with the strategies and actions within an adequate **local CAP** can streamline the project-specific GHG analysis. The California Supreme Court recently called out this provision in CEQA as allowing tiering from a geographically specific GHG reduction plan" (emphasis added).[23]

O2.16

CARB's *Scoping Plan* does not contain project-level measures. Just because a *state/region/agency* has these *goals* does not mean that they will actually be achieved locally on the Project site. As such, the SCEA cannot claim that the Project complies with the *Scoping Plan*, since the *Scoping Plan* contains no measures to implement at the Project level and its goals may not even be achieved. The *Scoping Plan* also does not include performance standards to be implemented on a project-by-project basis. As

[23] California Air Resources Board ("CARB") (Jan. 2017) 2017 Scoping Plan, *available at*: https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf, p. 99-101.

such, the Project's reliance on CARB's rules is incorrect and the SCEA's less than significant determination should not be relied upon. O2.16 cont

Even if CARB's *Scoping Plan* were applicable as a determination of significance, the *Scoping Plan* demonstrates that the proposed Project is inconsistent with several of its measures, including but not limited to the analysis below:

CARB 2017 Scoping Plan[22]	
Measures – Construction	
Require construction vehicles to operate with the highest tier engines commercially available	Here, the SCEA fails to require construction vehicles to operate with the highest tier engines commercially available. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Divert and recycle construction and demolition waste, and use locally-sourced building materials with a high recycled material content to the greatest extent feasible	Here, the SCEA fails to mention or discuss the feasibility of diverting and recycling construction and demolition waste. Furthermore, the SCEA also fails to mention or discuss the feasibility of using locally-sourced building materials with a high recycled material content. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.17

[22] California Air Resources Board ("CARB") (Jan. 2017) 2017 Scoping Plan, Appendix B-Local Action, *available at:* https://ww3.arb.ca.gov/cc/scopingplan/2030sp_appb_localaction_final.pdf, p. 8-10.

Minimize tree removal, and mitigate indirect GHG emissions increases that occur due to vegetation removal, loss of sequestration, and soil disturbance	Here, the SCEA fails to mention or discuss the minimum amount of feasible tree removal possible for the proposed Project. Furthermore, the Project also fails to mitigate indirect GHG emissions increases that occur due to the vegetation removal, loss of sequestration, and/or soil disturbance. As such, the proposed Project i not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Increase use of electric and renewable fuel powered construction equipment and requir renewable diesel fuel where commercially available	Here, the SCEA fails to mention or discuss the feasibility of increasing the use of electri and renewable fuel powered construction equipment and/or requiring renewable diese fuel where commercially available. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require diesel equipment fleets to be lower emitting than any current emission standard	Here, the SCEA fails to mention or require diesel equipment to be lower emitting than any current emission standard. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Measures – Operation	

O2.17 cont.

Allow for new construction to install fewer on-site parking spaces than required by local municipal building code, if appropriate	Here, the SCEA fails to mention or discuss the feasibility of allowing for the Project to install fewer on-site parking spaces than required by the local municipal building code. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Dedicate on-site parking for shared vehicles	Here, the SCEA fails to mention or discuss the feasibility of dedicating on-site parking for shared vehicles. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Provide adequate, safe, convenient, and secure on- site bicycle parking and storage in multi-family residential projects and in non-residential projects	Here, the SCEA fails to mention or discuss providing adequate, safe, convenient, and secure on-site bicycle parking and storage. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Provide on- and off-site safety improvements for bike, pedestrian, and transit connections, and/or implement relevant improvements identified in an applicable bicycle and/or pedestrian master plan	Here, the SCEA fails to mention or provide on- and off- site safety improvements for bike, pedestrian, and transit connections. The SCEA also fails to implement relevant improvements identified in an applicable bicycle and/or pedestrian master plan. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.17 cont.

Require on-site renewable energy generation	Here, the SCEA fail to discuss the feasibility of or require on-site renewable energy generation. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Prohibit wood-burning fireplaces in new development, and require replacement of wood- burning fireplaces for renovations over a certain size developments	Here, the SCEA fails to prohibit wood-burning fireplaces, including "an outdoor fireplace" on the Project site (p. 14, 58). As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require cool roofs and "cool parking" that promotes cool surface treatment for new parking facilities as well as existing surface lots undergoing resurfacing	Here, the SCEA fails to mention or discuss the feasibility of requiring cool roofs and cool parking. The SCEA also fails to mention or evaluate cool surface treatment. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require solar-ready roofs	Here, the SCEA fails to mention or discuss the feasibility of requiring solar-ready roofs. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require organic collection in new developments	Here, the SCEA fails to mention or discuss the feasibility of requiring organic collection. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.17 cont.

Require low-water landscaping in new developments (see CALGreen Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWELO], which is referenced in CALGreen). Require water efficient landscape maintenance to conserve water and reduce landscape waste.	Here, the SCEA fails to mention CALGreen Divisions 4.3 and 5.3. In addition, the SCEA fails to mention or discuss the feasibility of requiring water efficient landscape maintenance to conserve water and reduce landscape waste. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Achieve Zero Net Energy performance building standards prior to dates required by the Energy Code	Here, the SCEA fails to mention or discuss the feasibility of achieving Zero Net Energy performance building standards. The SCEA also fails to mention any dates required by the Energy Code. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge	Here, the SCEA fails to mention or discuss the feasibility of achieving third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require preferential parking spaces for park and ride to incentivize carpooling, vanpooling, commuter bus, electric vehicles, and rail service use	Here, the SCEA fails to mention or discuss the feasibility of requiring preferential parking spaces for park and ride to incentivize carpooling, vanpooling, commuter bus, electric vehicles, and rail service use. As such, the proposed Project is not consistent with this measure and the

O2.17 cont.

	SCEA lacks substantial evidence to support its consistency determination.
Develop a rideshare program targeting commuters to major employment centers	Here, the SCEA fails to mention or discuss the feasibility of developing a rideshare program targeting commuters to major employment centers. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require the design of bus stops/shelters/express lanes in new developments to promote the usage of mass transit	Here, the SCEA fails to mention or discuss the feasibility of requiring the design of bus stops/shelters/express lanes in the proposed Project to promote the use of mass-transit. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require gas outlets in residential backyards for use with outdoor cooking appliances such as gas barbeques if natural gas service is available	Here, the SCEA fails to mention or discuss the feasibility of requiring gas outlets in residential backyards for use with outdoor cooking appliances. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.17 cont.

Require the installation of electrical outlets on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment	Here, the SCEA fails to mention or discuss the feasibility of requiring the design of electric outlets on the exterior walls of both the front and back of residences to promote electric landscape maintenance equipment. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require the design of the electric outlets and/or wiring in new residential unit garages to promote electric vehicle usage	Here, the SCEA fails to mention or discuss the feasibility of requiring the design of electric outlets and/or wiring in residential unit garages to promote electric vehicle usage. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Provide electric outlets to promote the use of electric landscape maintenance equipment to the extent feasible on p public/quasi-public lands	Here, the SCEA fails to mention or discuss the feasibility of providing electric outlets to promote the use of electric landscape maintenance equipment. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require each residential unit to be "solar ready," including installing the appropriate hardware and proper structural engineering	Here, the SCEA fails to mention or discuss the feasibility of requiring each residential unit to be "solar ready." The SCEA also fails to mention or discuss the feasibility of requiring the appropriate hardware and proper structural engineering to be "solar ready." As such, the proposed Project is not consistent with this measure and the SCEA

O2.17 cont.

	lacks substantial evidence to support its consistency determination.
Require the installation of energy conserving appliances such as on-demand tank-less water heaters and whole-house fans	Here, the SCEA fails to mention or discuss the feasibility of requiring the installation of energy conserving appliances. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require each residential and commercial building equip buildings with energy efficien AC units and heating systems with programmable thermostats/timers	Here, the SCEA fails to mention or discuss the feasibility of requiring Project to include energy efficient AC units and heating systems. The SCEA also fails to mention or discuss the feasibility of requiring these AC units and heating systems to include programmable thermostats/timers. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require large-scale residential developments and commercial buildings to report energy use, and set specific targets for per-capita energy use	Here, the SCEA fails to mention or discuss the feasibility of requiring the Project to report energy use. The SCEA also fails to mention or discuss the feasibility of setting specific targets for per-capita energy use. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.17 cont.

Require each residential and commercial building to utilize low flow water fixtures such as low flow toilets and faucets (see CALGreen Divisions 4.3 and 5.3 as well as Appendices A4.3 and A5.3)	Here, the SCEA fails to mention or discuss the feasibility of requiring the Project to utilize low flow water fixtures. The SCEA also fails to mention CALGreen Divisions 4.3 and 5.3, and/or Appendices A4.3 and A5.3. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require the use of energy-efficient lighting for all street, parking, and area lighting	Here, the SCEA fails to mention or discuss the feasibility of requiring use of energy-efficient lighting. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require the landscaping design for parking lots to utilize tree cover and compost/mulch	Here, the SCEA fails to mention or discuss the feasibility of requiring the landscape design for the Project's proposed parking to utilize tree cover and compost/mulch. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Require the development project to propose an off-site mitigation project which should generate carbon credits equivalent to the anticipated GHG emission reductions. This would be implemented via an approved protocol for carbon credits from California Air Pollution Control Officers Association (CAPCOA), the California Air Resources Board, or other similar entities determined acceptable by the local air district	Here, the SCEA fails to mention or discuss the feasibility of requiring the Project to propose an off-site mitigation project to generate carbon credits equivalent to the anticipated GHG emission reductions. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.17 cont.

Require the project to purchase carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the local air district	Here, the SCEA fails to mention or discuss the feasibility of requiring the Project to purchase carbon credits. The SCEA also fails to mention or discuss the feasibility of requiring the Project to purchase these carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.
Consider generating or purchasing local and California-only carbon credits as the preferred mechanism to implement its offsite mitigation measure for GHG emissions and that will facilitate the State's efforts in achieving the GHG emission reduction goal	Here, the SCEA fails to mention or discuss the feasibility of generating or purchasing a California- only carbon credit. As such, the proposed Project is not consistent with this measure and the SCEA lacks substantial evidence to support its consistency determination.

O2.17 cont.

As the table above indicates, the SCEA fails to provide sufficient information and analysis to determine Project consistency with numerous measures under CARB's *Scoping Plan*. Thus, we cannot verify that the proposed Project will result in less than significant GHG impacts, as claimed in the SCEA. As a result, the EIR must include further information and analysis before it could support the conclusion that the proposed Project would be consistent with CARB's *Scoping Plan*.

IV. CONCLUSION

The Southwest Carpenters request that the City revise and recirculate the Project's SCEA to address the aforementioned concerns. O2.18

If the City has any questions or concerns, feel free to contact my Office.

Sincerely,

Mitchell M. Tsai
Attorneys for the Southwest
Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology (Exhibit D)

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts. **O2.19**

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2] **O2.20**

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

O2.20 cont.

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

O2.21

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

O2.21 cont

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

O2.21 cont.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

O2.22

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties. O2.23

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

Attachment A

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Mininum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.58	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	49.75	0.00
tblVehicleTrips	ST_TR	7.16	5.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	76.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.85
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.63
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	8.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.6242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6983
2022	0.6904	4.1142	5.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.682 6	1,721.682 6	0.1294	0.0000	1,724.918 7
2023	0.6148	3.3645	5.3747	0.0178	1.1963	0.0936	1.2898	0.3203	0.0935	0.4138	0.0000	1,627.529 5	1,627.529 5	0.1185	0.0000	1,630.492 5
2024	4.1619	0.1336	0.2810	5.9000e-004	0.0325	5.4700e-003	0.0380	8.8300e-003	5.0400e-003	0.0147	0.0000	52.9078	52.9078	9.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**5.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.682 6**	**1,721.682 6**	**0.1294**	**0.0000**	**1,724.918 7**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6981
2022	0.8904	4.1142	5.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.682 3	1,721.682 3	0.1294	0.0000	1,724.918 3
2023	0.8148	3.3648	5.1747	0.0178	1.1963	0.0990	1.2953	0.3203	0.0935	0.4138	0.0000	1,627.529 1	1,627.529 1	0.1185	0.0000	1,630.492 1
2024	4.1619	0.1536	0.2810	5.9000e-004	0.0325	5.4700e-003	0.0380	8.6300e-003	5.0400e-003	0.0147	0.0000	52.9077	52.9077	9.0200e-003	0.0000	53.1082
Maximum	4.1619	4.1142	5.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.682 3	1,721.682 3	0.1294	0.0000	1,724.918 3

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4103	1.4103
2	12-1-2021	2-28-2022	1.3813	1.3813
3	3-1-2022	5-31-2022	1.1885	1.1885
4	6-1-2022	8-31-2022	1.1921	1.1921
5	9-1-2022	11-30-2022	1.1918	1.1918
6	12-1-2022	2-28-2023	1.0774	1.0774
7	3-1-2023	5-31-2023	1.0320	1.0320
8	6-1-2023	8-31-2023	1.0260	1.0260

9	9-1-2023	11-30-2023	1.0265	1.0265
10	12-1-2023	2-29-2024	2.8857	2.8857
11	3-1-2024	5-31-2024	1.6207	1.6207
		Highest	2.8857	2.8857

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										MT/yr					
Area	5.1437	0.2950	10.3804	1.5700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9970	220.9970	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.073 2	3,896.073 2	0.1303	0.0468	3,913.283 3
Mobile	1.5857	7.9982	19.1834	0.0621	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.498 6	7,620.498 6	0.3407	0.0000	7,629.016 2
Waste						0.0000	0.0000		0.0000	0.0000	207.9079	0.0000	207.9079	12.2811	0.0000	514.8984
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	685.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.19 07**	**12,531.15 19**	**15.7904**	**0.1260**	**12,963.47 51**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.5804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9070	220.9070	0.0201	3.7400e-003	222.5635
Energy	0.1386	1.2312	0.7770	7.5200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.073 2	3,896.073 2	0.1303	0.0468	3,913.283 3
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0538	2.1434	0.0000	7,620.488 6	7,620.488 6	0.3407	0.0000	7,629.016 2
Waste						0.0000	0.0000		0.0000	0.0000	207.9079	0.0000	207.9079	12.2911	0.0000	514.9354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8680	9.5223	30.5407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.18 07	12,531.15 19	15.7994	0.1269	12,963.47 51

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9500e-003	0.0434	0.0146	1.8000e-004	3.9400e-003	1.5000e-004	4.1500e-003	1.0800e-003	1.4000e-004	1.2200e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	2.8000e-003	0.0441	0.0233	2.0000e-004	6.4100e-003	2.1000e-004	6.6200e-003	1.7300e-003	2.0000e-004	1.9300e-003	0.0000	19.6816	19.6816	1.2800e-003	0.0000	19.7135

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9500e-003	0.0434	0.0146	1.8000e-004	3.9400e-003	1.5000e-004	4.1500e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	2.9000e-003	0.0441	0.0233	2.0000e-004	6.4100e-003	2.1000e-004	6.6200e-003	1.7300e-003	2.0000e-004	1.9300e-003	0.0000	19.6816	19.6816	1.2800e-003	0.0000	19.7136

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.9000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	0.0389	0.4050	0.2115	3.9000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.9000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	0.0389	0.4050	0.2115	3.9000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0786	0.8816	0.5857	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0786**	**0.8816**	**0.5857**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5400e-003	1.2700e-003	0.0144	4.0000e-005	4.1000e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	1.5400e-003	1.2700e-003	0.0144	4.0000e-005	4.1000e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0786	0.8816	0.5857	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	0.0786	0.8816	0.5857	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5400e-003	1.2700e-003	0.0144	4.0000e-005	4.1000e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	1.5400e-003	1.2700e-003	0.0144	4.0000e-005	4.1000e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.0679	0.0679	2.0000e-005	0.0000	0.0684
Total	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.0679	0.0679	2.0000e-005	0.0000	0.0684

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4560	4.5500e-003	0.1140	3.1600e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.9305	0.0107	1.1103	8.8700e-003	1.1192	0.2948	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0269	0.0000	967.4773
Total	0.4616	2.0027	3.9865	0.0152	1.2243	0.0121	1.2363	0.3278	0.0112	0.3390	0.0000	1,408.795 2	1,408.795 2	0.0533	0.0000	1,410.120 8

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4560	4.5500e-003	0.1140	3.1600e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3068	3.9305	0.0107	1.1103	8.8700e-003	1.1192	0.2948	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0269	0.0000	967.4773
Total	0.4616	2.0027	3.9865	0.0152	1.2243	0.0121	1.2363	0.3278	0.0112	0.3390	0.0000	1,408.795 2	1,408.795 2	0.0533	0.0000	1,410.120 8

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0229	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	6.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	0.4135	1.5219	3.5707	0.0144	1.1953	9.8700e-003	1.2051	0.3200	9.1400e-003	0.3292	0.0000	1,327.336 9	1,327.336 9	0.0462	0.0000	1,328.491 6

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0229	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	0.4135	1.5219	3.5707	0.0144	1.1953	9.8700e-003	1.2051	0.3200	9.1400e-003	0.3292	0.0000	1,327.336 9	1,327.336 9	0.0462	0.0000	1,328.491 6

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.3100e-003	1.0000e-005	1.3200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.3100e-003	1.0000e-005	1.3200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.3100e-003	1.0000e-005	1.3200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.3100e-003	1.0000e-005	1.3200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
OffRoad	5.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1424**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	8.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	0.0101	8.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1654	0.0921	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.498 6	7,620.498 6	0.3407	0.0000	7,629.015 2
Unmitigated	1.5857	7.9962	19.1654	0.0921	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.498 6	7,620.498 6	0.3407	0.0000	7,629.015 2

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.15	52.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
General Office Building	16.80	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.646 5	2,512.646 5	0.1037	0.0215	2,521.635 6
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.646 5	2,512.646 5	0.1037	0.0215	2,521.635 6
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.426 7	1,383.426 7	0.0265	0.0254	1,391.647 8
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.426 7	1,383.426 7	0.0265	0.0254	1,391.647 8

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	406494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7986	21.7986	4.2000e-004	4.0000e-004	21.9264
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9459
Hotel	1.74695e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84808e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1308	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.426 8	1,383.426 8	0.0265	0.0254	1,391.647 8

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	406494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7986	21.7986	4.2000e-004	4.0000e-004	21.9264
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9459
Hotel	1.74695e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84808e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1308	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.426 8	1,383.426 8	0.0265	0.0254	1,391.647 8

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.587 9	0.0519	0.0107	1,262.066 9
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.59904e+006	509.3022	0.0209	4.3200e-003	509.1135
Hotel	550936	175.5399	7.2400e-003	1.5000e-003	175.9972
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8776	9.9400e-003	2.0600e-003	241.7595
Total		2,512.646 5	0.1037	0.0215	2,521.635 6

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.587 9	0.0519	0.0107	1,262.066 9
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.59904e+006	509.3022	0.0209	4.3200e-003	509.1135
Hotel	550936	175.5399	7.2400e-003	1.5000e-003	175.9972
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8776	9.9400e-003	2.0600e-003	241.7565
Total		2,512.646 5	0.1037	0.0215	2,521.635 6

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9570	220.9570	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9570	220.9570	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9570**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1186	204.1186	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3095	0.1197	10.3804	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.9504	16.9504	0.0161	0.0000	17.2540
Total	5.1437	0.2960	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.02685 / 1.02689	10.9086	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	65.5252 / 40.0485	425.4719	2.0857	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697462	51.2702	0.3590	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0410	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154986	11.3954	0.0795	1.9600e-003	13.9683
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0182	0.0755	683.7567

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.02685 / 1.02689	10.9086	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	65.5252 / 40.0485	425.4719	2.0857	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697462	51.2702	0.3590	8.8200e-003	62.8482
Hotel	1.26834 / 0.148927	6.1633	0.0410	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154986	11.3954	0.0795	1.9600e-003	13.9693
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.8490
Total		585.8052	3.0182	0.0755	683.7567

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5613
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	429.4	88.9813	5.1393	0.0000	215.4439
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0875	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5613
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	429.4	88.9813	5.1393	0.0000	215.4439
Hotel	27.58	5.5979	0.3295	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0875	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8979	12.2811	0.0000	514.8354

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.58	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	49.75	0.00
tblVehicleTrips	ST_TR	7.16	5.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	76.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.85
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.63
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	8.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4586	51.6840	0.0643	19.2875	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.797 4	6,234.797 4	1.9486	0.0000	6,283.535 2
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.56 74	15,251.56 74	1.9503	0.0000	15,278.52 88
2023	4.8957	26.3317	46.7587	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.52 69	14,807.52 69	1.0256	0.0000	14,833.18 21
2024	237.1630	9.5575	15.1045	0.0244	1.7884	0.4698	1.9628	0.4743	0.4322	0.5476	0.0000	2,361.399 9	2,361.399 9	0.7177	0.0000	2,379.342 1
Maximum	**237.1630**	**46.4586**	**49.5629**	**0.1517**	**19.2875**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.56 74**	**15,251.56 74**	**1.9503**	**0.0000**	**15,278.52 88**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	19.2075	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.797 4	6,234.797 4	1.9486	0.0000	6,283.635 2
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.56 74	15,251.56 74	1.9503	0.0000	15,278.52 88
2023	4.8957	26.3317	46.7587	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,907.52 69	14,907.52 69	1.0256	0.0000	14,933.18 20
2024	237.1630	9.5575	15.1045	0.0244	1.7884	0.4698	1.9628	0.4743	0.4322	0.5476	0.0000	2,361.399 9	2,361.399 9	0.7177	0.0000	2,379.342 1
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**19.2075**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.56 74**	**15,251.56 74**	**1.9503**	**0.0000**	**15,278.52 88**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	16,148.59 50	16,148.59 50	0.4874	0.3300	16,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.636 7
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3380	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	**41.1169**	**67.2262**	**207.5497**	**0.6279**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.18 16**	**76,811.18 16**	**2.8282**	**0.4832**	**77,025.87 86**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	16,148.59 50	16,148.59 50	0.4874	0.3300	16,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.636 7
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3380	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 09
Total	**41.1169**	**67.2262**	**207.5497**	**0.6279**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.18 16**	**76,811.18 16**	**2.9282**	**0.4832**	**77,025.87 86**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/8/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.944 9	3,747.944 9	1.0549		3,774.317 4

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0852	0.9602	0.0119	0.2069	0.0126	0.2195	0.0732	0.0120	0.0852		1,292.241 3	1,292.241 3	0.0877		1,294.433 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	0.1916	4.1294	1.5644	0.0136	0.4346	0.0139	0.4485	0.1176	0.0133	0.1309		1,463.056 8	1,463.056 8	0.0927		1,465.375 0

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0852	0.9602	0.0119	0.2069	0.0126	0.2195	0.0732	0.0120	0.0852		1,292.241 3	1,292.241 3	0.0877		1,294.433 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	0.1916	4.1294	1.5644	0.0136	0.4346	0.0139	0.4485	0.1176	0.0133	0.1309		1,463.056 8	1,463.056 8	0.0927		1,465.375 0

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8882	40.4871	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9785	204.9785	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9785**	**204.9785**	**6.0400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4671	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4671**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.8795	204.8795	6.0400e-003		205.1296
Total	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.8795	204.8795	6.0400e-003		205.1296

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3898	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	4.1912	46.3898	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.043 4	6,007.043 4	1.9428		6,055.613 4

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	40.3898	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**40.3898**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	28.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**28.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	28.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**28.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2256	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2256**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	1.7062	15.5156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 8	2,554.333 8	0.6120		2,569.632 2
Total	**1.7062**	**15.5156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 8**	**2,554.333 8**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2033	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,895.548 2	3,896.548 2	0.2236		3,902.134 4
Worker	3.2162	2.1318	25.7664	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.985 7	8,800.985 7	0.2429		8,806.758 2
Total	3.6242	15.3350	29.1995	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.5156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 8	2,554.333 8	0.6120		2,569.632 2
Total	1.7062	15.5156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 8	2,554.333 8	0.6120		2,569.632 2

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2033	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,895.548 2	3,896.548 2	0.2236		3,902.134 4
Worker	3.2162	2.1318	25.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.885 7	8,800.885 7	0.2429		8,806.758 2
Total	3.6242	15.3350	29.1995	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	3.0203	1.9297	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.919 0
Total	3.3229	11.9478	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0739	2.7119		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1914	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	3.0203	1.9297	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.918 0
Total	3.3229	11.9478	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0739	2.7119		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0351	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0351**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4795	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	0.0535	0.0329	0.4795	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
OffRoad	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7984	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7984**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.085 2**	**1,641.085 2**	**0.0401**		**1,642.088 6**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.6101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.6101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.089 6
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.085 2**	**1,641.085 2**	**0.0401**		**1,642.089 6**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 06
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 06

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.15	52.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.65	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
General Office Building	16.80	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9154	4,209.9154	0.0807	0.0772	4,234.9339
General Office Building	1269.42	0.0138	0.1258	0.1057	7.5500e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.3911	150.3911	2.8800e-003	2.7700e-003	151.2894
High Turnover (Sit Down Restaurant)	22769.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.8342	2,677.8342	0.0513	0.0491	2,693.5490
Hotel	4769.72	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4792
Quality Restaurant	5067.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9932	8,355.9932	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9154	4,209.9154	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9511	150.9511	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5490
Hotel	4.76972	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4792
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9932	8,355.9932	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0498	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0498	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0500		1.1400	1.1400		1.1400	1.1400	0.0000	16,000.0000	16,000.0000	0.3450	0.3300	16,106.9560
Landscaping	2.4766	0.9498	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1632
Total	**30.5020**	**15.0498**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8500	14.1000	8.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.96 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	149.5950	0.1424		152.1642
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.58	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	5.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	76.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.85
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.63
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	8.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	51.6150	0.0642	19.2975	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.483 7	6,221.493 7	1.9491	0.0000	6,270.221 4
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.8658	1.5057	5.1615	0.0000	14,620.30 99	14,630.30 99	1.9499	0.0000	14,657.26 63
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.34 24	14,210.34 24	1.0230	0.0000	14,235.91 60
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.9628	0.4743	0.4322	0.5476	0.0000	2,352.417 6	2,352.417 6	0.7175	0.0000	2,370.356 0
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**19.2975**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,620.30 99**	**14,630.30 99**	**1.9499**	**0.0000**	**14,657.26 63**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	51.6150	0.0642	19.2075	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.493 7	6,221.493 7	1.9491	0.0000	6,270.221 4
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.8558	1.5057	5.1615	0.0000	14,630.30 99	14,630.30 99	1.9499	0.0000	14,657.26 63
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.34 24	14,210.34 24	1.0230	0.0000	14,235.91 60
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.9628	0.4743	0.4322	0.5476	0.0000	2,352.417 8	2,352.417 8	0.7175	0.0000	2,370.356 0
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**19.2075**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.30 99**	**14,630.30 99**	**1.9499**	**0.0000**	**14,657.26 63**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	16,148.5950	16,148.5950	0.4874	0.3300	16,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	16,148.5950	16,148.5950	0.4874	0.3300	16,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.944 9	3,747.944 9	1.0549		3,774.317 4

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0192	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8655	1,269.8655	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	0.2019	4.1943	1.5716	0.0133	0.4346	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.6932	1,430.6932	0.0955		1,433.0812

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0192	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.865 5	1,269.865 5	0.0908		1,272.125 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0499	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	0.2019	4.1953	1.5716	0.0133	0.4346	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.693 2	1,430.693 2	0.0955		1,433.081 2

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0883	0.0000	18.0883	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8882	40.4871	21.1543	0.0380	18.0883	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4871**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3898	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**46.3898**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2256	1.8100e-003	0.2274	0.0598	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2256**	**1.8100e-003**	**0.2274**	**0.0598**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3898	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**46.3898**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2256	1.8100e-003	0.2274	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2256**	**1.8100e-003**	**0.2274**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	28.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**28.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	28.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**28.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2256	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2256**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	1.7062	15.5156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 8	2,554.333 8	0.6120		2,569.632 2
Total	**1.7062**	**15.5156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 8**	**2,554.333 8**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.075 0	3,789.075 0	0.2381		3,795.029 3
Worker	3.5872	2.3593	27.1680	0.0932	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,289.901 3	8,289.901 3	0.2292		8,292.605 8
Total	4.0156	15.5266	30.9685	0.1286	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.97 63	12,075.97 63	0.4673		12,087.63 41

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.5156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 8	2,554.333 8	0.6120		2,569.632 2
Total	1.7062	15.5156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 8	2,554.333 8	0.6120		2,569.632 2

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.075 0	3,789.075 0	0.2381		3,795.029 3
Worker	3.5872	2.3593	27.1680	0.0932	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.901 3	8,286.901 3	0.2282		8,292.605 8
Total	4.0156	15.5266	30.9685	0.1286	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.97 63	12,075.97 63	0.4663		12,087.63 41

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9725	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.400 7	3,671.400 7	0.2096		3,676.641 7
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.731 8	7,983.731 8	0.2055		7,988.868 3
Total	3.6978	12.1063	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.13 25	11,655.13 25	0.4151		11,665.50 99

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9725	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.400 7	3,671.400 7	0.2096		3,676.641 7
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.731 8	7,983.731 8	0.2055		7,988.868 3
Total	3.6978	12.1063	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.13 25	11,655.13 25	0.4151		11,665.50 99

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.584 1**	**2,207.584 1**	**0.7140**		**2,225.433 6**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5248**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3863
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3863

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2292
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2292**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.6101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.6101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2292
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2292**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.6233	45.9614	110.0422	0.4881	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 38
Unmitigated	9.6233	45.9614	110.0422	0.4881	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 38

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.15	52.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.65	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9154	4,209.9154	0.0807	0.0772	4,234.9339
General Office Building	1269.42	0.0138	0.1258	0.1057	7.5500e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.3911	150.3911	2.8800e-003	2.7700e-003	151.2894
High Turnover (Sit Down Restaurant)	2276.99	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.834 2	2,677.834 2	0.0513	0.0491	2,693.548 0
Hotel	4769.72	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4792
Quality Restaurant	5067.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.993 2	8,355.993 2	0.1602	0.1532	8,405.638 7

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9154	4,209.9154	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9511	150.9511	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5490
Hotel	4.76972	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4792
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9932	8,355.9932	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0498	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0498	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0500		1.1400	1.1400		1.1400	1.1400	0.0000	16,000.0000	16,000.0000	0.3450	0.3300	16,106.9560
Landscaping	2.4766	0.9498	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1632
Total	**30.5020**	**15.0498**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8500	14.1000	8.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.96 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	149.5950	0.1424		152.1642
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.59 50**	**18,148.59 50**	**0.4874**	**0.3300**	**18,259.11 92**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.58	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	5.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.66	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8204	1.1577	2.3600e-003	0.4141	0.0817	0.4958	0.1786	0.0754	0.2542	0.0000	210.7654	210.7654	0.0900	0.0000	212.2661
2022	0.5865	4.0240	5.1548	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.655 4	1,418.655 4	0.1215	0.0000	1,421.692 5
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.441 2	1,342.441 2	0.1115	0.0000	1,345.229 1
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	5.3900e-003	0.0275	5.9700e-003	5.9700e-003	0.0119	0.0000	44.8365	44.8365	7.9300e-003	0.0000	44.8911
Maximum	**4.1592**	**4.0240**	**5.1548**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.655 4**	**1,418.655 4**	**0.1215**	**0.0000**	**1,421.692 5**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3600e-003	0.4141	0.0817	0.4958	0.1786	0.0754	0.2542	0.0000	210.7651	210.7651	0.0900	0.0000	212.2659
2022	0.5865	4.0240	5.1548	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.655 0	1,418.655 0	0.1215	0.0000	1,421.692 1
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.440 9	1,342.440 9	0.1115	0.0000	1,345.228 7
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	5.3900e-003	0.0275	5.9700e-003	5.9700e-003	0.0118	0.0000	44.8354	44.8354	7.9300e-003	0.0000	44.8911
Maximum	4.1592	4.0240	5.1548	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.655 0	1,418.655 0	0.1215	0.0000	1,421.692 1

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4091	1.4091
2	12-1-2021	2-28-2022	1.3329	1.3329
3	3-1-2022	5-31-2022	1.1499	1.1499
4	6-1-2022	8-31-2022	1.1457	1.1457
5	9-1-2022	11-30-2022	1.1415	1.1415
6	12-1-2022	2-28-2023	1.0278	1.0278
7	3-1-2023	5-31-2023	0.9969	0.9969
8	6-1-2023	8-31-2023	0.9931	0.9931

9	9-1-2023	11-30-2023	0.8799	0.8799
10	12-1-2023	2-29-2024	2.8757	2.8757
11	3-1-2024	5-31-2024	1.6188	1.6188
		Highest	2.8757	2.8757

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										MT/yr					
Area	5.1437	0.2950	10.3804	1.5700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9970	220.9970	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.8200e-003		0.0995	0.0995		0.0995	0.0995	0.0000	3,896.073 2	3,896.073 2	0.1303	0.0469	3,913.283 9
Mobile	1.5857	7.9982	19.1834	0.0621	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.498 6	7,620.498 6	0.3407	0.0000	7,629.016 2
Waste						0.0000	0.0000		0.0000	0.0000	207.9079	0.0000	207.9079	12.2811	0.0000	514.8984
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	685.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2290**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.19 07**	**12,531.15 19**	**15.7904**	**0.1260**	**12,963.47 51**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.5804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9070	220.9070	0.0201	3.7400e-003	222.5635
Energy	0.1386	1.2312	0.7770	7.5200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.073 2	3,896.073 2	0.1303	0.0468	3,913.283 3
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0538	2.1434	0.0000	7,620.488 6	7,620.488 6	0.3407	0.0000	7,629.016 2
Waste						0.0000	0.0000		0.0000	0.0000	207.9079	0.0000	207.9079	12.2911	0.0000	514.9354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8680	9.5223	30.5407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.18 87	12,531.15 19	15.7994	0.1269	12,963.47 51

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9500e-003	0.0434	0.0146	1.8000e-004	3.9400e-003	1.5000e-004	4.1500e-003	1.0800e-003	1.4000e-004	1.2200e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	2.6500e-003	0.0439	0.0206	2.0000e-004	5.6200e-003	2.0000e-004	5.8200e-003	1.5300e-003	1.9000e-004	1.7200e-003	0.0000	18.9847	18.9847	1.2600e-003	0.0000	19.0161

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9500e-003	0.0634	0.0146	1.8000e-004	3.9400e-003	1.5000e-004	4.1500e-003	1.0800e-003	1.4000e-004	1.2200e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	2.6500e-003	0.0639	0.0206	2.0000e-004	5.6200e-003	2.0000e-004	5.8200e-003	1.5300e-003	1.9000e-004	1.7200e-003	0.0000	18.9847	18.9847	1.2600e-003	0.0000	19.0161

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.9000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	0.0389	0.4050	0.2115	3.9000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.9000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	0.0389	0.4050	0.2115	3.9000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0786	0.8816	0.5857	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	0.0786	0.8816	0.5857	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8500e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8500e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
OffRoad	0.0786	0.8816	0.5857	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	0.0786	0.8816	0.5857	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8500e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8500e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5600e-003	0.1140	3.1600e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2184	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	963.9936	963.9936	0.0187	0.0000	964.4604
Total	0.3579	1.9125	2.9812	0.0119	0.8696	9.4100e-003	0.8790	0.2336	8.7800e-003	0.2424	0.0000	1,105.977 1	1,105.977 1	0.0451	0.0000	1,107.103 9

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6951	0.4580	4.5500e-003	0.1140	3.1600e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	963.9936	963.9936	0.0187	0.0000	964.4604
Total	0.3579	1.9115	2.9812	0.0119	0.8696	9.4100e-003	0.8790	0.2336	8.7800e-003	0.2424	0.0000	1,105.977 1	1,105.977 1	0.0451	0.0000	1,107.103 9

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0229	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.8100e-003	0.7377	5.8100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	0.3177	1.4420	2.6646	0.0112	0.8490	7.3700e-003	0.8564	0.2281	6.8500e-003	0.2349	0.0000	1,042.529 4	1,042.529 4	0.0392	0.0000	1,043.509 0

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0229	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.8100e-003	0.7377	5.8100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	0.3177	1.4420	2.6646	0.0112	0.8490	7.3700e-003	0.8564	0.2281	6.8500e-003	0.2349	0.0000	1,042.529 4	1,042.529 4	0.0392	0.0000	1,043.509 0

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.0156	0.0156	2.0000e-005	0.0000	0.0160
Total	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.0156	0.0156	2.0000e-005	0.0000	0.0160

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.0156	0.0156	2.0000e-005	0.0000	0.0160
Total	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.0156	0.0156	2.0000e-005	0.0000	0.0160

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.0000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.0000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
OffRoad	5.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1484	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.8000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.8000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
OffRoad	5.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.8000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.8000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1654	0.0921	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.498 6	7,620.498 6	0.3407	0.0000	7,629.015 2
Unmitigated	1.5857	7.9962	19.1654	0.0921	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.498 6	7,620.498 6	0.3407	0.0000	7,629.015 2

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.15	52.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
General Office Building	16.80	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.646 5	2,512.646 5	0.1037	0.0215	2,521.635 6
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.646 5	2,512.646 5	0.1037	0.0215	2,521.635 6
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.426 7	1,383.426 7	0.0265	0.0254	1,391.647 8
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.426 7	1,383.426 7	0.0265	0.0254	1,391.647 8

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	406494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7986	21.7986	4.2000e-004	4.0000e-004	21.9264
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9459
Hotel	1.74695e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4800e-003	6.4800e-003		6.4800e-003	6.4800e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84808e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1308	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.426 8	1,383.426 8	0.0265	0.0254	1,391.647 8

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	406494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7986	21.7986	4.2000e-004	4.0000e-004	21.9264
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9889	696.9889	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9883	24.9883	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9459
Hotel	1.74695e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4800e-003	6.4800e-003		6.4800e-003	6.4800e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84808e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1308	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.426 8	1,383.426 8	0.0265	0.0254	1,391.647 8

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.587 9	0.0519	0.0107	1,262.066 9
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.59904e+006	509.3022	0.0209	4.3200e-003	509.1135
Hotel	550936	175.5399	7.2400e-003	1.5000e-003	175.9972
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8776	9.9400e-003	2.0600e-003	241.7355
Total		2,512.646 5	0.1037	0.0215	2,521.635 6

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.587 9	0.0519	0.0107	1,262.066 9
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.59904e+006	509.3022	0.0209	4.3200e-003	509.1135
Hotel	550936	175.5399	7.2400e-003	1.5000e-003	175.9972
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8776	9.9400e-003	2.0600e-003	241.7555
Total		2,512.646 5	0.1037	0.0215	2,521.635 6

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9570	220.9570	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9570	220.9570	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9570**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1186	204.1186	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3095	0.1197	10.3804	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.9504	16.9504	0.0161	0.0000	17.2540
Total	5.1437	0.2960	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.02685 / 1.02689	10.9086	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	65.5252 / 40.0485	425.4719	2.0857	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697462	51.2702	0.3590	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0410	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3954	0.0795	1.9600e-003	13.9683
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0182	0.0755	683.7567

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.02685 / 1.02688	10.9086	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	65.5252 / 40.0485	425.4719	2.0857	0.0523	493.2363
General Office Building	7.98802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697462	51.2702	0.3590	8.8200e-003	62.8482
Hotel	1.26834 / 0.148927	6.1633	0.0410	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154986	11.3954	0.0795	1.9600e-003	13.9693
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.8490
Total		585.8052	3.0182	0.0755	683.7567

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5613
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	429.4	88.9813	5.1393	0.0000	215.4439
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0875	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5613
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	429.4	88.9813	5.1393	0.0000	215.4439
Hotel	27.58	5.5979	0.3295	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0875	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5709
Total		207.8979	12.2811	0.0000	514.8354

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.58	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	5.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.66	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	51.4494	0.0656	19.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.416 6	6,163.416 6	1.9475	0.0000	6,212.103 9
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.44 03	12,493.44 03	1.9485	0.0000	12,518.57 07
2023	4.1534	25.7859	38.7457	0.1209	7.0098	0.7582	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.48 90	12,150.48 90	0.9588	0.0000	12,174.46 15
2024	237.0219	9.6478	14.9842	0.0239	1.2171	0.4891	1.2975	0.3229	0.4319	0.4821	0.0000	2,313.189 8	2,313.189 8	0.7188	0.0000	2,331.096 6
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**19.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.44 03**	**12,493.44 03**	**1.9485**	**0.0000**	**12,518.57 07**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	51.4494	0.0656	19.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.416 6	6,163.416 6	1.9475	0.0000	6,212.103 9
2022	4.5441	38.8811	49.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.44 03	12,493.44 03	1.9485	0.0000	12,518.57 07
2023	4.1534	25.7859	38.7457	0.1209	7.0068	0.7592	7.7676	1.8799	0.7136	2.5935	0.0000	12,150.48 90	12,150.48 90	0.9588	0.0000	12,174.46 19
2024	237.0219	9.6478	14.9842	0.0239	1.2171	0.4691	1.2975	0.3229	0.4319	0.4621	0.0000	2,313.189 8	2,313.189 8	0.7188	0.0000	2,331.096 5
Maximum	**237.0219**	**46.4415**	**49.8776**	**0.1240**	**19.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.44 03**	**12,493.44 03**	**1.9485**	**0.0000**	**12,518.57 07**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	16,148.59 50	16,148.59 50	0.4874	0.3300	16,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.636 7
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3380	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	**41.1169**	**67.2262**	**207.5497**	**0.6279**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.18 16**	**76,811.18 16**	**2.8282**	**0.4832**	**77,025.87 86**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	16,148.59 50	16,148.59 50	0.4874	0.3300	16,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.636 7
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3380	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 09
Total	**41.1169**	**67.2262**	**207.5497**	**0.6279**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.18 16**	**76,811.18 16**	**2.8282**	**0.4832**	**77,025.87 86**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.944 9	3,747.944 9	1.0549		3,774.317 4

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2069	0.0126	0.2195	0.0732	0.0120	0.0852		1,292.241 3	1,292.241 3	0.0877		1,294.433 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4292	1.1800e-003	0.1141	8.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2798	117.2798	3.6200e-003		117.3678
Total	0.1760	4.1265	1.3894	0.0131	0.3210	0.0135	0.3346	0.1034	0.0129	0.1163		1,409.521 2	1,409.521 2	0.0912		1,411.801 5

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0852	0.9602	0.0119	0.2069	0.0126	0.2195	0.0732	0.0120	0.0852		1,292.241 3	1,292.241 3	0.0877		1,294.433 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4292	1.1800e-003	0.1141	5.5600e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2798	117.2798	3.6200e-003		117.3678
Total	0.1760	4.1265	1.3894	0.0131	0.3210	0.0135	0.3346	0.1034	0.0129	0.1163		1,409.521 2	1,409.521 2	0.0912		1,411.801 5

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0883	0.0000	18.0883	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.6882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.6882	40.4871	21.1543	0.0380	18.0883	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4671	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4671**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	40.3898	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	4.1912	40.3898	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.043 4	6,007.043 4	1.9428		6,055.613 4

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0416		156.3732	156.3732	4.6900e-003		156.4904
Total	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3898	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.043 4	6,007.043 4	1.9429		6,055.613 4
Total	4.1912	46.3898	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.043 4	6,007.043 4	1.9429		6,055.613 4

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0416		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	28.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**28.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	28.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**28.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.5156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 8	2,554.333 8	0.6120		2,569.632 2
Total	1.7062	15.5156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 8	2,554.333 8	0.6120		2,569.632 2

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,895.548 2	3,896.548 2	0.2236		3,902.134 4
Worker	2.4299	1.5674	21.0801	0.0607	6.0852	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
Total	2.8378	14.7706	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,939.106 7	9,939.106 7	0.3933		9,948.934 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.5156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 8	2,554.333 8	0.6120		2,569.632 2
Total	1.7062	15.5156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 8	2,554.333 8	0.6120		2,569.632 2

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,895.548 2	3,896.548 2	0.2236		3,902.134 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0852	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
Total	2.8378	14.7106	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,938.106 7	9,939.106 7	0.3933		9,948.933 4

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3629	19.4002	0.0684	6.0852	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
Total	2.5807	11.3809	22.5017	0.0036	7.0008	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,604.055 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3629	19.4002	0.0684	6.0852	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
Total	2.5807	11.3809	22.5017	0.0036	7.0008	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,604.055 4

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	8.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	8.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	8.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	8.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
OffRoad	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2491	3.6098	0.0113	1.2171	8.4300e-003	1.2255	0.3229	8.6800e-003	0.3315		1,126.758 3	1,126.758 3	0.0280		1,127.458 3
Total	0.4296	0.2491	3.6098	0.0113	1.2171	8.4300e-003	1.2255	0.3229	8.6800e-003	0.3315		1,126.758 3	1,126.758 3	0.0280		1,127.458 3

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2491	3.6098	0.0113	1.2171	5.4300e-003	1.2226	0.3229	5.6800e-003	0.3316		1,126.758 3	1,126.758 3	0.0280		1,127.458 3
Total	0.4296	0.2491	3.6098	0.0113	1.2171	5.4300e-003	1.2226	0.3229	5.6800e-003	0.3315		1,126.758 3	1,126.758 3	0.0280		1,127.458 3

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 06
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 06

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.15	52.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.65	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
General Office Building	16.80	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9154	4,209.9154	0.0807	0.0772	4,234.9339
General Office Building	1269.42	0.0138	0.1258	0.1057	7.5500e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.3911	150.3911	2.8800e-003	2.7700e-003	151.2894
High Turnover (Sit Down Restaurant)	22769.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.8342	2,677.8342	0.0513	0.0491	2,693.5490
Hotel	4769.72	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4792
Quality Restaurant	5067.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9932	8,355.9932	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9154	4,209.9154	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9511	150.9511	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5490
Hotel	4.76972	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4792
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9932	8,355.9932	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0498	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0498	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0500		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9560
Landscaping	2.4766	0.9498	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1632
Total	**30.5020**	**15.0498**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8500	14.1000	8.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.90 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	149.5950	0.1424		152.1642
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.58	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	5.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.66	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4066	0.0655	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.337 7	6,154.337 7	1.9472	0.0000	6,203.018 8
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.34 40	12,035.34 40	1.9482	0.0000	12,060.60 13
2023	4.3838	25.8649	37.5031	0.1162	7.0098	0.7598	7.7695	1.8799	0.7142	2.5940	0.0000	11,710.40 80	11,710.40 80	0.9617	0.0000	11,734.44 97
2024	237.0656	9.5503	14.9372	0.0259	1.2171	0.4891	1.2975	0.3229	0.4319	0.4621	0.0000	2,307.051 7	2,307.051 7	0.7154	0.0000	2,324.962 7
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.34 40**	**12,035.34 40**	**1.9482**	**0.0000**	**12,060.60 13**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4066	0.0655	19.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.337 7	6,154.337 7	1.9472	0.0000	6,203.018 8
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.34 40	12,035.34 40	1.9482	0.0000	12,060.60 13
2023	4.3838	25.8649	37.5031	0.1162	7.0098	0.7598	7.7695	1.8799	0.7142	2.5940	0.0000	11,710.40 80	11,710.40 80	0.9817	0.0000	11,734.44 97
2024	237.0656	9.5503	14.9372	0.0239	1.2171	0.4891	1.2975	0.3229	0.4319	0.4621	0.0000	2,307.051 7	2,307.051 7	0.7164	0.0000	2,324.992 7
Maximum	237.0656	46.4460	39.6338	0.1195	19.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,035.34 40	12,035.34 40	1.9482	0.0000	12,060.60 13

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	16,148.59 50	16,148.59 50	0.4874	0.3300	16,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.636 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.37 87**	**74,422.37 87**	**2.8429**	**0.4832**	**74,637.44 17**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	16,148.59 50	16,148.59 50	0.4874	0.3300	16,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.636 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.37 87**	**74,422.37 87**	**2.8429**	**0.4832**	**74,637.44 17**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.944 9	3,747.944 9	1.0549		3,774.317 4

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0192	0.0117	0.2069	0.0128	0.2197	0.0732	0.0122	0.0854		1,269.8655	1,269.8655	0.0909		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3993	1.1100e-003	0.1141	5.5000e-004	0.1151	0.0303	5.0800e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5538
Total	0.1835	4.1800	1.4184	0.0128	0.3210	0.0137	0.3348	0.1034	0.0131	0.1165		1,380.3362	1,380.3362	0.0941		1,382.6791

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0192	0.0117	0.2069	0.0128	0.2197	0.0732	0.0122	0.0854		1,269.865 5	1,269.865 5	0.0909		1,272.125 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3969	1.1100e-003	0.1141	5.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	0.1835	4.1800	1.4161	0.0128	0.3210	0.0137	0.3348	0.1034	0.0131	0.1165		1,380.326 2	1,380.326 2	0.0941		1,382.679 1

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8882	40.4871	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4671	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4671**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5648	132.5648	3.9900e-003		132.6646
Total	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3898	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9429		6,055.613 4
Total	4.1912	46.3898	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.043 4	6,007.043 4	1.9429		6,055.613 4

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0416		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0416**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3898	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**46.3898**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0416		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0416**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	28.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**28.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4891	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4891**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	28.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**28.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4891	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4891**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.5156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 8	2,554.333 8	0.6120		2,569.632 2
Total	**1.7062**	**15.5156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 8**	**2,554.333 8**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.075 0	3,789.075 0	0.2381		3,795.029 3
Worker	2.5920	1.6677	15.4699	0.0571	5.0852	0.0493	5.1425	1.6163	0.0454	1.6617		5,691.935 4	5,691.935 4	0.1602		5,695.940 8
Total	3.0204	14.8350	23.2704	0.0926	7.0087	0.0749	7.0836	1.8799	0.0699	1.9498		9,481.010 4	9,481.010 4	0.3984		9,490.969 1

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.5156	16.3634	0.0259		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.5156	16.3634	0.0259		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.075 0	3,789.075 0	0.2381		3,795.029 3
Worker	2.5920	1.6677	15.4699	0.0571	5.0852	0.0493	5.1425	1.6163	0.0454	1.6617		5,691.935 4	5,691.935 4	0.1602		5,695.940 8
Total	3.0204	14.8350	23.2704	0.0926	7.0087	0.0749	7.0836	1.8799	0.0699	1.9498		9,481.010 4	9,481.010 4	0.3984		9,490.969 1

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.400 7	3,671.400 7	0.2096		3,676.641 7
Worker	2.5028	1.5073	17.8820	0.0550	6.0852	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.787 4	5,483.787 4	0.1442		5,487.402 0
Total	2.8211	11.4799	21.2591	0.0893	7.0008	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.188 1	9,155.188 1	0.3538		9,164.043 7

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.400 7	3,671.400 7	0.2099		3,676.641 7
Worker	2.5028	1.5873	17.8820	0.0550	6.0852	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.787 4	5,483.787 4	0.1442		5,487.402 0
Total	2.8211	11.4709	21.2591	0.0893	7.0008	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.188 1	9,155.188 1	0.3538		9,164.043 7

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3348	1.0300e-003	0.1141	8.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	0.0469	0.0282	0.3348	1.0300e-003	0.1141	8.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	8.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	0.0469	0.0282	0.3349	1.0300e-003	0.1141	8.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5248	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
OffRoad	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	5.4300e-003	1.2226	0.3229	5.6800e-003	0.3315		1,061.381 8	1,061.381 8	0.0264		1,062.041 0
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**5.4300e-003**	**1.2226**	**0.3229**	**5.6800e-003**	**0.3315**		**1,061.381 8**	**1,061.381 8**	**0.0264**		**1,062.041 0**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	5.4300e-003	1.2226	0.3229	5.6800e-003	0.3315		1,061.381 8	1,061.381 8	0.0264		1,062.041 0
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**5.4300e-003**	**1.2226**	**0.3229**	**5.6800e-003**	**0.3315**		**1,061.381 8**	**1,061.381 8**	**0.0264**		**1,062.041 0**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.6233	45.9614	110.0422	0.4881	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.69 39
Unmitigated	9.6233	45.9614	110.0422	0.4881	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.69 39

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.15	52.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.65	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	5.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116389	0.014033	0.005332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9154	4,209.9154	0.0807	0.0772	4,234.9339
General Office Building	1269.42	0.0138	0.1258	0.1057	7.5500e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.3911	150.3911	2.8800e-003	2.7700e-003	151.2894
High Turnover (Sit Down Restaurant)	22769.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.834 2	2,677.834 2	0.0513	0.0491	2,693.549 0
Hotel	4769.72	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4792
Quality Restaurant	5067.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.993 2	8,355.993 2	0.1602	0.1532	8,405.638 7

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9154	4,209.9154	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9511	150.9511	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5490
Hotel	4.76972	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4792
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251816	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9932	8,355.9932	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0498	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0498	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	16,000.0000	16,000.0000	0.3450	0.3300	16,106.9560
Landscaping	2.4766	0.9498	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1632
Total	**30.5020**	**15.0498**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8500	14.1000	8.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.96 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1642
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment C

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

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Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*. 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld.** (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants.*., Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost. *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington.

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association: Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington. Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs*, vs. BP Products North America, Inc., *Defendant*.
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

EXHIBIT D

Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources

Society of Vertebrate Paleontology
Impact Mitigation Guidelines Revision Committee

Abstract

Fossils are nonrenewable paleontological resources that are subject to impacts from land development. Procedures are presented for evaluating the potential for impacts of a proposed action on paleontological resources and for mitigating those impacts. Impact mitigation includes pre-project survey and salvage, monitoring and screen washing during excavation to salvage fossils, conservation and inventory, and final reports and specimen curation. The objective of these procedures is to offer standard methods for assessing potential impacts to fossils and mitigating these impacts.

Introduction

Fossils are nonrenewable paleontological resources that are afforded protection by federal, state, and local environmental laws and regulations. The Paleontological Resources Preservation Act (PRPA) of 2009 calls for uniform policies and standards that apply to fossils on all federal public lands. All federal land management agencies are required to develop regulations that satisfy the stipulations of the PRPA. Section 6302 of the PRPA mandates that federal agencies "*shall manage and protect paleontological resources on Federal land using scientific principles and expertise.*" Thus, federal agencies need the help of the professional paleontological community in the formulation and implementation of these PRPA-mandated policies and regulations. The potential for destruction or degradation of paleontological resources on both public and private lands selected for development under the jurisdiction of various governmental planning agencies is recognized. The standard procedures below are intended to be applicable to both private and public lands under the jurisdiction of local, city, county, regional, state, and federal agencies. Protection of paleontological resources includes: (a) assessment of the potential for land to contain significant paleontological resources which could be directly or indirectly impacted, damaged, or destroyed by proposed development and (b) formulation and implementation of measures to mitigate these adverse impacts, including permanent preservation of the site and/or permanent preservation of salvaged fossils along with all contextual data in established institutions.

Assessment of the Paleontological Potential of Rock Units

Rock units are described as having (a) high, (b) undetermined, (c) low, or (d) no potential for containing significant paleontological resources.

High Potential

Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered are considered to have a high potential for containing additional significant paleontological resources. Rocks units classified as having high potential for producing paleontological resources include, but are not limited to, sedimentary formations and some volcaniclastic formations (e. g., ashes or tephras), and some low-grade metamorphic rocks which contain significant paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils (e. g., middle Holocene and older, fine-grained fluvial sandstones, argillaceous

and carbonate-rich paleosols, cross-bedded point bar sandstones, fine-grained marine sandstones, etc.). Paleontological potential consists of both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, plant, or trace fossils and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, paleoecologic, taphonomic, biochronologic, or stratigraphic data. Rock units which contain potentially datable organic remains older than late Holocene, including deposits associated with animal nests or middens, and rock units which may contain new vertebrate deposits, traces, or trackways are also classified as having high potential.

Undetermined Potential
Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment are considered to have undetermined potential. Further study is necessary to determine if these rock units have high or low potential to contain significant paleontological resources. A field survey by a qualified professional paleontologist (see "definitions" section in this document) to specifically determine the paleontological resource potential of these rock units is required before a paleontological resource impact mitigation program can be developed. In cases where no subsurface data are available, paleontological potential can sometimes be determined by strategically located excavations into subsurface stratigraphy.

Low Potential
Reports in the paleontological literature or field surveys by a qualified professional paleontologist may allow determination that some rock units have low potential for yielding significant fossils. Such rock units will be poorly represented by fossil specimens in institutional collections, or based on general scientific consensus only preserve fossils in rare circumstances and the presence of fossils is the exception not the rule, e. g. basalt flows or Recent colluvium. Rock units with low potential typically will not require impact mitigation measures to protect fossils.

No Potential
Some rock units have no potential to contain significant paleontological resources, for instance high-grade metamorphic rocks (such as gneisses and schists) and plutonic igneous rocks (such as granites and diorites). Rock units with no potential require no protection nor impact mitigation measures relative to paleontological resources.

Discussion
It is extremely important to distinguish between archaeological and paleontological resources (see "definitions" section in this document) when discussing the paleontological potential of rock units. The boundaries of an archaeological resource site define the areal/geographic extent of an archaeological resource, which is generally independent from the rock unit on which it sits. However, paleontological sites indicate that the containing rock unit or formation is fossiliferous. Therefore, the limits of the entire rock unit, both areal and stratigraphic, define the extent of paleontological potential.

It is also important to ascertain if the paleontological resources are uniformly distributed throughout a rock unit or if they are confined as localized concentrations to specific members or facies. Using this information, paleontologists can develop maps which suggest areas that are likely to contain paleontological resources. These maps (Paleontological Resource Potential Maps) form the basis for preliminary planning decisions on which areas require a detailed paleontological resource impact assessment by a qualified professional paleontologist and which areas do not. Lead agency evaluation of a proposed project relative to such paleontological resource potential maps should trigger a "request for

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opinion" from a qualified professional paleontologist, state paleontological clearing house, or an accredited institution with an established paleontological repository housing paleontological resources from the region of interest.

The determination of the paleontological resource potential of an area proposed for development is first founded on a review of pertinent geological and paleontological literature, geological maps, and on records in fossil locality databases of paleontological specimens deposited in institutions (e. g., museums and universities). This preliminary review may clearly indicate that particular rock units have known high potential. If the paleontological resource potential of a rock unit cannot be delimited from the literature search and specimen records, a field survey by a qualified professional paleontologist will be necessary to determine the fossiliferous potential and the distribution or concentrations of fossils within the extent of the rock units present in a specific project area. The field survey may need to extend outside the defined project limits to areas where the relevant rock units are better exposed. If the rock units in an area are determined to have a high potential for containing paleontological resources, a program to mitigate impacts to fossil resources must be developed. In areas containing rock units with high potential, a preconstruction survey (intensive reconnaissance) may be necessary to locate surface concentrations of fossils which might require salvage in advance of excavations to avoid delays to construction schedules.

Measures to Mitigate Adverse Impacts from Development

Measures for adequate protection or salvage of significant paleontological resources are applied to areas determined to contain rock units that have either a high or undetermined potential for containing significant fossils. The Paleontological Resource Preservation Act of 2009 establishes a uniform code for decision-making on all federal lands. Specific mitigation measures generally need not be developed for areas of low paleontological potential. Developers (public and private) and contractors should be made aware, however, that if there is not an on-site monitor it will be necessary to contact a qualified professional paleontologist if fossils are unearthed in the course of excavation. This contingency should be planned for in advance. In order to save time and project delays, in the advance planning phases of a project the developer should contact a qualified professional paleontologist and arrange for the salvage of any unanticipated fossils. The paleontologist will then salvage the fossils and assess the necessity for further mitigation measures, if applicable. Decisions regarding the intensity of the paleontological resource impact mitigation program will be made by the project paleontologist on the basis of the significance of the paleontological resources, and their biostratigraphic, biochronologic, paleoecologic, taphonomic, and taxonomic attributes, not on the ability of a project proponent to fund the paleontological resource impact mitigation program.

In areas determined to have high or undetermined potential for significant paleontological resources, an adequate program for mitigating the impact of development must include:

1. an intensive field survey and surface salvage prior to earth moving, if applicable;
2. monitoring by a qualified paleontological resource monitor (see "definitions" section in this document) of excavations in previously undisturbed rock units;
3. salvage of unearthed fossil remains and/or traces (e. g., tracks, trails, burrows, etc.);
4. screen washing to recover small specimens, if applicable;

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5. preparation of salvaged fossils to a point of being ready for curation (i. e., removal of enclosing matrix, stabilization and repair of specimens, and construction of reinforced support cradles where appropriate);

6. identification, cataloging, curation, and provision for repository storage of prepared fossil specimens; and

7. a final report of the finds and their significance.

All phases of mitigation must be supervised by a qualified professional paleontologist who maintains the necessary paleontological collecting permits and repository agreements. All field teams will be supervised by a paleontologist qualified to deal with the significant resources that might be encountered. The lead agency must assure compliance with the measures developed to mitigate impacts of excavation. To assure compliance at the start of the project, a statement that confirms the site's paleontological potential, confirms the repository agreement with an established public institution, and describes the program for impact mitigation, must be deposited with the lead agency and contractor(s) before any ground disturbance begins. In many cases, it will be necessary to conduct a salvage program prior to grading to prevent damage to known paleontological resources and to avoid delays to construction schedules. The impact mitigation program must include preparation, identification, cataloging, and curation of any salvaged specimens. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens must be deposited with the institution receiving the specimens. Since it is not professionally acceptable to salvage specimens without preparation and curation of specimens and associated data, costs for this phase of the program must be included in the project budget. The mitigation program must be reviewed and accepted by the lead agency. If a mitigation program is initiated early during the course of project planning, construction delays due to paleontological salvage activities can be minimized or even completely avoided.

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Standard Procedures
These standard procedures for paleontological resource impact assessment and mitigation are designed to apply to areas containing rock units with high, low, and undetermined paleontological resource potential.

Assessment before Construction Starts
An adequate preconstruction paleontological resource impact assessment is the key to developing an adequate paleontological resource impact mitigation program. Only a professional paleontologist is qualified to prepare a paleontological resource impact assessment. An adequate assessment of potential impacts typically includes all the following elements:

1. Literature Search—A review of the pertinent paleontological, geological, geotechnical, and environmental literature provides an information baseline for evaluating the extent of previous paleontological work in an area. Such a review also provides a fundamental basis for formulating mitigation plans and for understanding the significance of paleontological resources. The preconstruction assessment should also include examination of geotechnical reports, borehole logs, and geologic cross sections to address whether project excavations will impact rock units with high potential.

2. Records Search—A review of institutional localities and specimen records provides a means for determining the extent of previous fieldwork and fossil recovery in, and adjacent to, an area of interest. This task can be accomplished either by sending a written request for information to the relevant institution(s) or visiting the institution to review the records directly. A simple, on-line search of an institution's records is often incomplete and inadequate for determining the number and extent of known fossil localities in an area.

3. Consultation with Others—The preconstruction assessment should include consultation with geologists and paleontologists knowledgeable about the paleontological resource potential of rock units present in the vicinity of the proposed project.

4. Field Survey—The assessment should include a field survey by a qualified professional paleontologist and approved staff, as needed, to determine the paleontological potential of each rock unit, to re-examine any known fossil localities on or near the project, to search for unknown fossil localities, and to delimit the specific boundaries of rock units within the project area.

5. Reports—A paleontological resource impact assessment report and a project-specific paleontological resource impact mitigation program should be prepared based upon data gathered during the assessment.

6. Agency Confirmation—Prior to ground disturbance, the lead agency should review the paleontological resource impact assessment and proposed mitigation program to determine the adequacy of the proposed program.

7. Repository Agreement—The project paleontologist should have a repository agreement arranged prior to the start of earth-moving for the project.

8. Pre-excavation meetings—The project paleontologist should hold pre-excavation meetings with representatives of the lead agency, the developer or project proponent, and contractors to

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explain the importance of fossils, the laws protecting fossils, the need for mitigation, the types of fossils that might be discovered during excavation work, and the procedures that should be followed if fossils are discovered. Defining the process of salvaging fossils will reduce project delays.

Paleontological Resource Mitigation Plan

Prior to any ground disturbance at the project site, a paleontological resource mitigation plan should be prepared by a qualified professional paleontologist, who then will implement the plan as the project paleontologist, program supervisor, and principal investigator. The paleontological resource mitigation plan establishes the ground rules for the entire paleontological resource mitigation program. Excavations at the project site may reveal conditions unanticipated when the paleontological resource mitigation plan was prepared. These conditions may require additional tasks not described in the previously prepared project impact mitigation plan. The project paleontologist should be the person who makes these project-specific modifications to the paleontological resource mitigation program in consultation with representatives of the lead agency and project proponent.

Adequate Monitoring

For excavations in rock units of known high potential, the project paleontologist or paleontological monitor will need to be present initially during 100% of the earth-moving activities. After 50% of excavations are complete in either an area or rock unit and no fossils of any kind have been discovered, the level of monitoring can be reduced or suspended entirely at the project paleontologist's discretion. For excavations in rock units with high or undetermined potential, it is never acceptable to have excavation monitoring done by construction workers, engineers, or persons who are not qualified paleontological resource monitors (see "definitions" section below). For excavations in rock units determined by a qualified professional paleontologist to have low potential, non-paleontologists may monitor for fossils. If potential paleontological resources are discovered during excavations in a rock unit with low potential, all ground disturbance in the vicinity of the find should stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate salvage, treatment, and future monitoring and mitigation.

Paleontologists who monitor excavations must be experienced in locating and salvaging fossils, and collecting necessary associated critical data. The paleontological resource monitor must be able to document the stratigraphic context of fossil discovery sites. Paleontological resource monitors must be properly equipped with tools and supplies to allow rapid removal of specimens. The monitor must be empowered to temporarily halt or redirect the excavation equipment away from fossils to be salvaged. Some lead agencies require that paleontological monitors be approved prior to performing any field work.

To reduce potential delays to excavation schedules, provision must be made in the mitigation program for additional assistants to monitor or help in removing large or abundant fossils. If many pieces of heavy equipment are in use simultaneously but at diverse locations, each location will need to be individually monitored.

Macrofossil Salvage

Many specimens recovered from excavations are readily visible to the eye and large enough to be easily recognized and removed. Upon discovery of such macrofossils, the monitor will flag the fossiliferous area for avoidance until the project paleontologist can evaluate the resource and develop plans for removal/salvage of these specimens. Some fossil specimens may be fragile and require consolidation

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with archival quality media (e. g., Acryloid, Butvar, or Vinac) before moving. Others may require protection by encasing them within a plaster jacket before removal to a laboratory for later preparation and conservation. Occasionally specimens encompass all or much of a skeleton and will require moving either as a whole or in multiple blocks for later preparation. Such specimens require time to excavate and strengthen with a hardening solution before removal and the patience and understanding of the contractor to recover the specimens properly. It is thus important that contractors and developers are fully aware of the importance and fragility of fossils for their recovery to be undertaken with the optimum chances of successful extraction.

Avoidance and Site Protection

In exceptional instances the process of preconstruction assessment or construction monitoring itself may reveal a fossil occurrence of such importance that salvage or removal is unacceptable to all concerned parties. In such cases, the project design may need to be modified to avoid, protect and/or exhibit the fossil occurrence, e. g., in the floor or wall of a museum or as a basement exhibit in a mall. Under such circumstances, the site may be declared and dedicated as a protected resource of public value. Associated fossil fragments salvaged from such a site should be placed in an approved institutional repository. Federal land managers have the ability to set aside such exceptional areas providing documentation supports special management considerations.

Microfossil Salvage

Many significant vertebrate fossils (e. g., small mammal, bird, reptile, amphibian, or fish remains) are too small to be readily visible within the sedimentary matrix and are referred to as "microvertebrates". Small fossils also include non-vertebrate paleoenvironmental indicators (e. g., foraminifers, small gastropods, and plant seeds). Fine-grained sedimentary horizons (e. g., mudstones and paleosols) most often contain such fossils, which are typically recovered through a process of bulk matrix sampling followed by screen washing through 20 and/or 30 mesh screens. If indicators of potential microvertebrate fossils are found (e. g., plant debris, abundant mollusks, clay clasts, carbonate-rich paleosols, or mudstones) screening of a "test sample" (0.4 cubic yard/meter, ~600 lbs) may produce significant returns and indicate whether or not a larger sample needs to be screen washed. An adequate sample (standard sample) consists of approximately 4.0 cubic yards/meters (6,000 lbs or 2,500 kg) of matrix from each site, horizon, or paleosol. However, the uniqueness of the microvertebrate fossils recovered may justify screen washing even larger amounts. With this possibility in mind, two standard samples (~8.0 cubic yards/meters) or more as determined by the project paleontologist should be collected when the discovery is first made and set aside in case processing of a larger sample is later determined to be necessary. The developer must recognize that funding must be available to process these bulk matrix samples, thereby reducing volume to facilitate cost-effective storage of fossil specimens.

To avoid construction delays, samples of matrix may need to be removed from the project site and processed elsewhere. Chemicals (e. g., detergents, weak acids, orange oil, etc.) may be necessary to facilitate the breakdown of matrix. In some cases the concentrate will need to be further processed using heavy liquids (e. g., zinc bromide, polytungstate, or tetrabromide) to remove mineral grains and create a concentrate enriched with microvertebrate bones and teeth. The concentrate should be directly examined under a microscope to locate and remove individual microfossils.

Samples

To place fossils within a temporal context, dating of rock units may be necessary. If available, samples of volcanic ash and organic carbon should be collected for radiometric and/or thermoluminescence dating.

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When appropriate, oriented samples should also be collected for paleomagnetic analysis. In addition, samples of fine-grained matrices should be collected from measured stratigraphic sections for microfossil (e. g., pollen, spores, dinoflagellates, ostracodes, diatoms, foraminifers, etc.) analyses. Other matrix samples may need to be collected and retained with the samples submitted to the repository institution for future analysis, for clast source analysis, or as witness to the source rock unit and possibly for procedures not yet envisioned. The project paleontologist should determine which of these samples should be immediately processed and which samples can be stored for later processing. Many museums will not accept such rock or sediment samples for curation and storage.

Preparation

Salvaged specimens must be prepared for identification and curation (not exhibition). This means removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants/preservatives, provide repairs and stabilization of fragile/damaged areas on a specimen, and allow identification of the fossils. Large specimens may require construction of reinforced plaster or fiberglass cradles. Removal of excess matrix from macrofossils during the preparation process will facilitate identification, reduce storage space, and reduce the cost of storage. Project paleontologists need to be aware that many museums will not accept specimens that are not fully prepared for permanent curation.

Identification and Cataloging

Specimens must be identified by competent qualified paleontological specialists to the lowest taxonomic level possible. Ideally, identification of individual specimens will be to genus and species and to skeletal element. Specimens must be cataloged and a complete list of specimens to be accessioned into the collections must be prepared for the curator of the repository institution. Batch identification and batch numbering (e. g., "mammals, 75 specimens") is unacceptable.

Analysis

Although academic research questions should dictate the field methods and types of data recorded, the overall goal of a paleontological resource mitigation program is not to conduct research but rather to discover and salvage significant fossil remains, record relevant stratigraphic and taphonomic data, and curate and permanently house the salvaged fossil remains for future study. However, before salvaged specimens are curated, either the project paleontologist or a competent qualified paleontological specialist should determine the significance and importance of the salvaged specimens and this information should be included in the final report.

Storage

Adequate curation and storage of salvaged specimens in an approved repository institution is an essential goal of the paleontological mitigation program. Adequate storage must include curation of individual specimens into the collections of a recognized, not-for-profit repository with a permanent curator, such as a museum or a university (institution). A complete set of GPS data, field notes, photographs, locality forms, and stratigraphic sections must accompany the fossil collections. Specimens must be stored in a fashion that allows retrieval of specific, individual specimens by future researchers.

Specific requirements of the designated repository must be established prior to the start of the project, field salvage work, and laboratory analysis. Adequate advance notice of funds required by the repository for curation is needed for the benefit of project funding. Costs of the project should cover the necessary curatorial supplies such as, but not limited to, trays, vials, foam, and storage cabinets or shelves to provide for the appropriate curation of the specimens.

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Reporting

1) Interim report
At the close of the excavation phase of a project, an interim report should be prepared. This interim report should summarize exceptional fossil discoveries, note areas where monitoring occurred and fossils were collected, and list tasks remaining for preparation, identification, and curation of the salvaged specimens. In the interim report, the preconstruction repository agreement should be appended and any additional repository considerations and costs should be described.

2) Final report
After preparation, identification, analysis of significance, and curatorial inventory of the salvaged specimens is complete, a final report must be prepared by the project paleontologist including a summary of the field and laboratory methods, site geology and stratigraphy, faunal/floral list(s), and a brief statement of the significance and relationship of the fossils discovered to similar fossils found elsewhere The final report should emphasize the discovery of any new or rare taxa, or paleoecological or taphonomic significance. A complete set of field notes, geologic maps, stratigraphic sections, and a list of identified specimens must be included in or accompany the final report. This report should be finalized only after all aspects of the mitigation program are completed, including preparation, identification, cataloging, and curatorial inventory.

The final report (with any accompanying documents) and repository curation of specimens and samples constitute the goals of a successful paleontological resource mitigation program. Full copies of the final report should be deposited with both the lead agency and the repository institution with the request that all locality data remain confidential and not made available to the general public.

Compliance
From the beginning of the project, the lead agency should assure compliance with measures to protect fossil resources by:

1. requesting during initial planning phases an assessment and program for impact mitigation that is consistent with these SVP Standard Procedures;
2. ensuring the adequacy of the proposed mitigation measures;
3. acknowledging arrangements for salvaged specimens to be permanently housed in an institutional paleontological repository;
4. ensuring that the paleontological resource mitigation program is supervised by a qualified professional paleontologist;
5. ensuring that all monitoring for paleontological resources is performed by qualified paleontological resource monitors;
6. inspecting the monitoring program in the field periodically during project construction;
7. ensuring that specimens are prepared, identified, cataloged, and properly curated;
8. requiring an interim and final report before issuing final occupancy permits or equivalent documents; and

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9. ensuring that the final report is complete and adequately describes the methods and results of the mitigation program.

The project paleontologist should be responsible for:

1. assessing potential impacts to paleontological resources and developing a program for impact mitigation during initial planning phases;

2. obtaining a repository agreement, and ensuring repository acceptance of specimens;

3. ensuring implementation of the mitigation measures; and

4. preparing the interim and final reports.

Acceptance of the final report by the lead agency signifies completion of the program of mitigation for the project. Review and approval of the final report by a qualified professional paleontologist designated by the lead agency will determine the effectiveness of the program and adequacy of the report. Inadequate performances in either area comprise noncompliance, and may result in the lead agency removing the project paleontologist from its list of qualified professional paleontological consultants.

Definitions

A QUALIFIED PROFESSIONAL PALEONTOLOGIST (Principal Investigator, Project Paleontologist) is a practicing scientist who is recognized in the paleontological community as a professional and can demonstrate familiarity and proficiency with paleontology in a stratigraphic context. A paleontological Principal Investigator shall have the equivalent of the following qualifications:

1. A graduate degree in paleontology or geology, and/or a publication record in peer reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs. An advanced degree is less important than demonstrated competence and regional experience.
2. At least two full years professional experience as assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts.
3. Proficiency in recognizing fossils in the field and determining their significance.
4. Expertise in local geology, stratigraphy, and biostratigraphy.
5. Experience collecting vertebrate fossils in the field.

PALEONTOLOGICAL RESOURCE MONITORS shall have the equivalent of the following qualifications:

1. BS or BA degree in geology or paleontology and one year experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in geology or paleontology is preferable, but is less important than documented experience performing paleontological monitoring, or
2. AS or AA in geology, paleontology, or biology and demonstrated two years experience collecting and salvaging fossil materials in the state or geologic province of the specific project, or
3. Enrollment in upper division classes pursuing a degree in the fields of geology or paleontology and two years of monitoring experience in the state or geologic province of the specific project.

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4. Monitors must demonstrate proficiency in recognizing various types of fossils, in collection methods, and in other paleontological field techniques.

ASSOCIATED CRITICAL DATA includes adequate field notes, sketches of stratigraphic sections, geologic maps, and site and specimen photos. Associated critical data may also include samples of organic carbon and volcanic ash for radiometric dating, oriented samples for paleomagnetic analysis, samples for microfossil analysis, and samples for determining the sediment source.

A **PALEONTOLOGICAL REPOSITORY** is a not-for-profit museum or university approved by the lead agency and employing a permanent curator responsible for paleontological records and specimens. Such an institution assigns accession, locality, and/or catalog numbers to individual specimens that are stored and conserved to ensure their preservation under adequate security against theft, loss, damage, fire, pests, and adverse climate conditions. Specimens will be stored in a stable environment away from flammable liquids, corrosive chemicals, organic materials subject to mildew, and sources of potential water damage. Specimens must have all modifications, preparation techniques, etc. documented and linked with the specimen. The repository will also archive lists of collected specimens, and any associated field notes, maps, photographs, diagrams, or other data. The repository must have procedures for tracking specimens removed from storage for study, preparation, exhibit, or loan. The repository must make its collections of cataloged specimens available for study by qualified researchers.

ARCHAEOLOGICAL RESOURCES are human remains and items or artifacts associated with human cultures. If paleontological resources are determined to be in close stratigraphic association with human remains or human manufactured items, or if fossils can be demonstrated to be intentionally modified by humans, they are also considered archaeological resources.

SIGNIFICANT PALEONTOLOGICAL RESOURCES are fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i. e., older than about 5,000 radiocarbon years).

A **LEAD AGENCY** is the agency responsible for addressing impacts to resources that a specific project might cause, and for ensuring compliance with approved mitigation measures.

PALEONTOLOGICAL POTENTIAL is the potential for the presence of significant paleontological resources. All sedimentary rocks, some volcanic rocks, and some low-grade metamorphic rocks have potential to yield significant paleontological resources. Paleontological potential is determined only after a field survey of a rock unit in conjunction with a review of available literature and relevant paleontological locality records.

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RESPONSE TO COMMENT LETTER O2: Mitchell M. Tsai, Attorney at Law

Response to Comment O2.1: This comment introduces the comment letter, and that the commenter is writing on behalf of the Southwest Regional Council of Carpenters ("SWRCC"). This comment provides background on the SWRCC and Project and introduces the comment letter. Additionally, the comment requests the City notify the firm of any and all notices related to the proposed Project. The firm and SWRCC will be notified regarding any CEQA actions and public hearings related to the Project. The comment does not contain any information requiring changes to the SCEA. No further response is warranted.

Response to Comment O2.2: This comment states that the City should require the applicant to provide additional community benefits such as requiring local hire to build the Project. The comment further states that the use of local hire serves to reduce length of trips, decrease greenhouse gas (GHG) emissions, decrease air pollutants, decrease vehicle miles travelled (VMT), and provides localized economic benefits. As discussed in the SCEA in Section 6.3.3, *Air Quality,* emissions of air pollutants from construction would be less than the South Coast Air Quality Management District (SCAQMD) thresholds. As discussed in Section 6.3.8, *Greenhouse Gas Emissions,* GHG emissions from construction and operation would be less than the threshold Climate Action Plan (CAP). As discussed in Section 6.3.17, *Transportation,* the proposed Project is located in a transit priority area (TPA), and therefore, screens out of conducting a VMT assessment. As such, no mitigation related to air quality, GHG emissions, or VMT would be required, and impacts would be less than significant. Therefore, pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there is no nexus between mitigation requiring local hire and impacts from the Project on air quality, GHG emissions, and VMT. Comment O2.2 does not provide evidence of significant impacts that require the preparation of an EIR or that would require substantial changes to the SCEA. Comment O2.2 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 states that the City should require the Project to be built to standards exceeding the current 2019 California Green Building Code. As discussed in Response to Comment O2.2, impacts related to air quality and GHG emissions from the proposed Project would be less than significant. Additionally, as discussed in Section 6.3.6, *Energy,* the Project would not result in inefficient, wasteful, or unnecessary consumption of energy and impacts related to energy usage would be less than significant. Furthermore, the Project would comply with the 2019 California Green Building Code and include multiple additional measures to reduce energy usage, such as energy efficient lighting. Therefore, pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there is no nexus between mitigation requiring the Project to exceed 2019 Green Building Code standards and impacts from the Project on air quality, energy, and GHG emissions. Comment O2.3 does not provide evidence of significant impacts that require the preparation of an EIR or that would require substantial changes to the SCEA. Comment O2.3 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 on the purpose of the CEQA and the function of an EIR. The comment does not contain any information requiring changes to the SCEA. No further response is warranted.

Response to Comment O2.5: This comment provides a summary of when CEQA requires revision and recirculation of an EIR pursuant to Section 21092 of the California Public Resources Code. Additionally, the comment provides a description of what constitutes significant new information. As described throughout this response to comments, no significant information has arisen that would require substantial changes to the SCEA or preparation of an EIR. The comment does not contain any information requiring changes to the SCEA. No further response is warranted.

Response to Comment O2.6: This comment states that the City must adopt a mandatory finding of significance that the Project may cause a substantial adverse effect on human beings and must mitigate

COVID-19 impacts. The COVID-19 pandemic is an existing condition of temporary significance and not a Project-specific impact. Effects of the environment on a project are not subject to CEQA review (Public Resources Code Sections 21065 and 21068). CEQA is generally not concerned with the effect the existing environment might have on proposed projects, and such effects are not treated as changes in the physical environment. See, e.g., California Bldg. Indus. Assn. v. Bay Area Air Quality Mgmt. Dist., 62 Cal. 4th 369, 378 (2015) (CEQA does not require analysis of impact that existing environmental conditions might have on project, its residents, or its users, except when required by specific statutory exception). Therefore, the City does not have to analyze the impact of COVID-19, an existing condition, on the Project. Moreover, in the absence of any applicable methodology, such an analysis would be speculative. Therefore, none of the proposed measures are warranted.

CEQA is an environmental protection statute that is concerned with the physical changes to the environment (CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines Section 15360). The Project merits, including any economic and social effects of the Project are not treated as effects on the environment (CEQA Guidelines Sections 15064(e) and 15131(a)) (*San Franciscans for Reasonable Growth v City & County of San Francisco* (1989) 209 Cal.App.3d 1502). Therefore, consistent with CEQA, the SCEA includes an analysis of the Project's potentially significant physical impacts on the environment and does not include a discussion of COVID-19. Furthermore, CEQA Guidelines Section 15204(a) states that when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers. Thus, information related to COVID-19 is not provided. The comment does not raise any CEQA issues, and no further response is required.

Response to Comment O2.7: This comment provides a background summary of the purpose and use of a SCEA. Additionally, the comment provides a summary of when a sustainable project would be exempt from CEQA. The comment does not contain any information requiring changes to the SCEA. No further response is warranted.

Response to Comment O2.8: This comment states that the proposed Project cannot be evaluated under a SCEA since the SCEA fails to incorporate all feasible mitigation measures from prior EIRs, including the Southern California Association of Government's (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) EIR. As discussed in Section 5.1 of the SCEA, 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 provides 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. Further, the 2020-2045 RTP/SCS is programmatic documents that conducted a region-wide assessment of potential significant environmental effects at a program level and, as such, not all mitigation measures from the Program EIRs would be applicable or feasible at a project level.

The comment claims that the SCEA should have incorporated mitigation measures for impacts that are less than signficant. This claim is contrary to CEQA. As set forth in CEQA Guidelines Section 15126.4(a)(3), CEQA does not require mitigation measures for effects determined to be less than significant. As discussed throughout the SCEA, the Project would only result in potentially significant impacts biological resources, cultural resources, and paleontological resources. As such, mitigation measures are included to reduce impacts to these resources, which substantially comply and relate to the measures within the SCAG MMRP, as further summarized in Table 5-1 of the SCEA. Furthermore, while PRC Section 21155.2(a) states that a SCEA may be utilized for environmental review if a "transit priority project that has incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports," it does not state that a lead agency must implement mitigation measures for impacts that are not significant. As such, the City has complied with PRC Section 21155.2 and 21159.28. Comment O2.8 does not provide

evidence of significant impacts that require the preparation of an EIR or that would require substantial changes to the SCEA. Comment O2.8 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 background summary of the SCAG 2016-2040 and 2020-2045 RTP/SCS. The comment does not contain any information requiring changes to the SCEA. No further response is warranted.

Response to Comment O2.10: This comment states that the SCEA fails to show consistency with SCAG's RTP/SCS performance-based standards, such as per capita GHG emission targets or VMT per capita benchmarks. The commenter incorrectly asserts that the SCEA did not consider performance-based standards under SCAG's RTP/SCS. There is no requirement to consider any numeric performance-based standards for purposes of determining a potential impact. The SCEA correctly relies on a robust qualitative analysis of the Project's consistency with SCAG's RTP/SCS (SCEA pages 33 through 107), consistent with applicable CEQA requirements. Second, the commenter selectively identifies a VMT per capita benchmark specifically for passenger and light duty automobiles and attempts to conflate consistency with unadopted numeric per capita targets. This approach is again flawed because it focuses only on passenger and light duty vehicles and associated emissions, and ignores all other emissions categories, which are correctly evaluated in the SCEA.

As discussed further in Response to Comment O2.16, below, the proposed Project would result in 3.32 MT CO2e/SP, which is below the 6.0 MT CO2e/service population threshold used by the City of Redlands Climate Action Plan. As discussed on page 139 of the SCEA, the threshold is in line with Executive Order S-3-15 and SB 32 that recommends local governments to develop plans to reduce GHG emissions to 6 MTCO2e per capita per year by the year 2030 and 2 MTCO2e per capita per year by the year 2050. As such, the SCEA demonstrates that it would be consistent with SCAG's RTP/SCS performance-based standard related to per capita GHG emission targets.

Additionally, as discussed on pages 192 to 193 of the SCEA in Section 6.3.17, *Transportation,* the proposed Project 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 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. As such, impacts related to VMT would be less than significant and the proposed Project would meet SCAG's RTP/SCS goal of providing housing and commercial uses within transit priority areas. Furthermore, SCAG's RTP/SCS performance standards related to VMT are provided as a general goal for jurisdictions and the entirety of the SCAG area to reduce VMT and are not meant as thresholds for individual projects. As such, the SCEA demonstrates that the proposed Project would be consistent with the SCAG RTP/SCS goals related to VMT reduction. Comment O2.10 does not provide evidence of significant impacts that require the preparation of an EIR or that would require substantial changes to the SCEA. Comment O2.10 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 states that the SCEA fails to demonstrate consistency with several 2020-2045 RTP/SCS mitigation measures and performance standards. Additionally, the comment provides specific examples of how the SCEA does not evaluate feasibility of certain 2020-2045 RTP/SCS mitigation measures and states that the SCEA does not provide sufficient information and analysis to determine Project consistency with measures from SCAG's 2020-2045 RTP/SCS. 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. 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. 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. Additionally, pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between required mitigation and environmental impacts from the proposed Project. As demonstrated by Table 5-1 in the SCEA, the City has complied with PRC Sections 21155.2 and 21159.28(a). Refer also to Response to Comment O2.8. Comment O2.11 does not provide evidence of significant impacts that require the preparation of an EIR or that would require substantial changes to the SCEA. Comment O2.11 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 the SCEA improperly labels mitigation measures as project design features (PDFs); existing plans, programs, or policies (PPPs); or regulatory compliance measures. It further states that reliance on these PDFs, PPPs, and regulatory compliance measures leads the SCEA to conclude that impacts are less than significant. Throughout the impact analysis of the SCEA, reference is made to PPPs that are applied to all development on the basis of federal, state, or local law, which effectively reduce environmental impacts. Within the SCEA, PPPs are listed to show their effect in reducing potential environmental impacts. Additionally, PDFs are utilized in the SCEA where the Project Applicant has incorporated these measures into the Project design or Project construction to reduce impacts that are less than significant. Furthermore, as discussed in Appendix A. Air Quality Impact Analysis, these PPPs do not constitute mitigation as they are mandatory regulatory requirements and would be required to be implemented by the Project independent of CEQA. As such, these PPPs are accurately utilized within the modeling and analysis of impacts of the Project and serve to reduce impacts through compliance with existing regulations.

Furthermore, it states that the SCEA relies on these measures to justify why 2020-2045 RTP/SCS measures are not adopted and that these measures are not enforceable. As discussed on page 41 and demonstrated in Table 5-1 of the SCEA, these PPPs and PDFs are as equally effective as multiple 2020-2045 RTP/SCS mitigation measures.

Additionally, the comment incorrectly states that these measures would not be included in the Project's Mitigation Monitoring and Reporting Program (MMRP). As shown in Section 4 of this Final SCEA, the PDFs and PPPs that are included in the SCEA are included in the MMRP for the Project to ensure that they will be enforced by the City of Redlands. Comment O2.12 does not provide evidence of significant impacts that require the preparation of an EIR or that would require substantial changes to the SCEA. Comment O2.12 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 Mitigation Measure PAL-1 fails to include performance standards for a qualified paleontological monitor and constitutes mitigation deferral. Furthermore, the comment states that the paleontologist retained to conduct monitoring of the Project's excavation activities must meet the requirements for 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 and any paleontological monitors conducting full-time monitoring during the Project's grading and excavation operations must meet the requirements for a "paleontological resource monitor" pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology. Mitigation Measure PAL-1 has been revised as follows to clarify the required qualifications of the Project paleontologist:

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** ~~selected from the roll of qualified paleontologists maintained by the County~~, 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.

Per State CEQA Guidelines, recirculation of the SCEA is not required as the above correction merely clarifies the discussion. 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: This comment states that mitigation measures contained in the SCEA are vague and defer critical details. The comment states that MM BIO-1, and the payment of Developer Impact Fees related to PPP PS-1 and PPP PS-3 are vague. The comment concludes that the City should amend the above mitigation measures to specify details of any needed mitigation plans and what performance standards will be used to ensure that impacts will be less than significant. As described on page 187 of the SCEA, PPP PS-1 requires that 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. PPP PS-1 is a regulatory requirement pursuant to Senate Bill 50 and specific fees are levied on a per unit and square footage basis as a condition of approval from the City. Therefore, PPP PS-1 does not constitute mitigation, nor does it constitute deferred mitigation under CEQA. Moreover, such fees change from time to time, and the Project applicant will pay the school fee in effect at the time of building permit issuance. As described on page 187 of the SCEA, 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. PPP PS-3 is a regulatory requirement pursuant to the City of Redlands Municipal code, and DIFs are levied on the Project on a per unit and per square foot basis and specific fees would be

included as a condition of approval from the City. Moreover, such fees change from time to time, and the Project applicant will pay the fees in effect at the time of building permit issuance Therefore, PPP PS-3 does not constitute mitigation, nor does it constitute deferred mitigation under CEQA.

Mitigation Measure BIO-1, included in the SCEA on page 123, requires that if 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. Mitigation Measure BIO-1 provides specific performance standards for when and how a pre-construction nesting bird survey would be required. As the mitigation measure provides requirements for a pre-construction nesting bird survey, which are a standard requirement for adherence to the MBTA and Section 3503 of the California Fish and Game Code and common procedure for development throughout Southern California, specific qualifications for the biologist are not necessary. Therefore, Mitigation Measure BIO-1 does not constitute deferred mitigation under CEQA. Comment O2.14 does not provide evidence of significant impacts that require the preparation of an EIR or that would require substantial changes to the SCEA. Comment O2.14 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 states that Mitigation Measure PAL-1 fails to include performance standards for a qualified paleontological monitor and constitutes mitigation deferral. The comment further states that paleontological monitoring should be conducted following the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology. The commenter is referred to Response to Comment O2.13, above, for a discussion of Mitigation Measure PAL-1. Per State CEQA Guidelines, recirculation of the SCEA is not required as the correction to Mitigation Measure PAL-1 merely clarifies the discussion. 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 states that the SCEA's GHG analysis and less than significant impact conclusions is incorrect and unsubstantiated as it relies on the California Air Resource Board's (CARB) Scoping Plan. It further states the analysis should not rely on CARB's Scoping Plan as the Scoping Plan does not contain project-specific measures. As discussed in Section 8, *Greenhouse Gas Emissions,* the Project does not rely on CARB's Scoping Plan as a means to reduce Project impacts. Instead, CARB is referenced as providing reduction standards and thresholds that the City of Redlands has incorporated into its Climate Action Plan. The GHG per capita emissions targets from the Redlands Climate Action Plan were utilized to determine the applicable GHG per capita threshold to apply to the proposed Project. As discussed, the proposed Project would result in 3.32 MT CO2e/SP, which is below the 6.0 MT CO2e/service population threshold used by the City of Redlands. As such, impacts to GHG emissions would be less than significant and would not require the implementation of mitigation measures. 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 states that the proposed Project is not consistent with the CARB Scoping Plan. The table that the comment provides is from the CARB 2017 Scoping Plan Appendix B, Local Action. As stated on page i of the referenced document, the document provides potential actions that could be undertaken at a local level to support the State's climate goals. As such, these measures are not required to be incorporated by the proposed Project or the SCEA and are merely suggested measures that cities could adopt as part of their Climate Action Plans. As demonstrated on page 141 of the SCEA, as the proposed Project would result in emissions below the per capita threshold set by City's Climate Action Plan and incorporate Title 24 energy efficiency measures, the proposed Project would not conflict with an

applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. 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.

Response to Comment O2.18: This comment states that the Southwest Carpenters requests that the City revise and recirculate the SCEA to address the comments contained within the letter. As discussed in the responses above and below, none of the comments provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA that would require circulation of the SCEA. Comment O2.18 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 O2.19: This comment provides an introduction to the attached comment letter from SWAPE and states that the attachment provides a draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of GHG emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts. This comment is introductory in nature and does not provide comments regarding the analysis within the SCEA. As such, no further response is required.

Response to Comment O2.20: This comment provides background information on the use and purpose of California Emissions Estimator Model (CalEEMod). The comment further provides information on how emissions, trip length, and VMT relate. This comment is introductory in nature and does not provide comments regarding the analysis within the SCEA. As such, no further response is required.

Response to Comment O2.21: This comment provides technical information on default trip lengths within CalEEMod and how to calculate and justify trip lengths. Comment O2.21 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 O2.21 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 O2.22: This comment provides a summary of an example on the potential impact of local hire provisions on construction related GHG emissions utilizing the Village South Specific Plan in the City of Claremont. The comment states that for the example, the Project reduced the default trip length of 14.7 miles to 10 miles, which resulted in a decrease of GHG emissions by approximately 17%. As shown on page 10 of the CalEEMod Emissions Model Outputs attachment to Appendix E, Greenhouse Gas Analysis, to the SCEA, the trip length utilized for the proposed Project's GHG analysis was 14.7 miles. Using this trip length, GHG emissions resulting from construction and operation of the proposed Project would be less than significant, as stated on page 140 of the SCEA. As such, not only does the SCEA provide a conservative analysis of potential GHG emissions resulting from construction of the proposed Project, that conservative analysis would result in emissions below the threshold set by the City of Redlands Climate Action Plan. Additionally, as detailed in Response to Comment O2.3, above, since GHG impacts would be less than significant from Project construction, pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there is no nexus between requiring local hire provisions and impacts from the proposed Project. Comment O2.22 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 O2.22 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 O2.23: This comment provides a conclusion to the SWAPE letter attachment and states that SWAPE retains the right to revise or amend this report when additional information becomes available. Comment O2.23 is general 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 O2.23 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

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Letter O3: Lozeau Drury, LLP, on behalf of Supporters Alliance for Environmental Responsibility, Received December 6, 2021 (43 pages)

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December 6, 2021

RE: Comment on Sustainable Communities Environmental Assessment (SCEA) for the State Street Village Project (General Plan Amendment No. 142, Conditional Use Permit No. 1155 and No. 1156, Commission Review & Approval No. 933 and No. 934, Tentative Tract Map No. 20425, and Development Agreement No. 25)

Dear City of Redlands Planning Division and Mr. Foote:

I am writing on behalf of the Supporters Alliance for Environmental Responsibility ("SAFER") concerning the Sustainable Communities Environmental Assessment ("SCEA") prepared for the State Street Village Project (General Plan Amendment No. 142, Conditional Use Permit No. 1155 and No. 1156, Commission Review & Approval No. 933 and No. 934, Tentative Tract Map No. 20425, and Development Agreement No. 25) ("Project") in the City of Redlands ("City") to be heard at the Planning Commission public hearing that is scheduled for December 14, 2021. **O3.1**

After reviewing the SCEA with the assistance of Certified Industrial Hygienist, Francis "Bud" Offermann, PE, CIH, and air quality experts Matt Hagemann, P.G., C.Hg., and Paul E. Rosenfeld, Ph.D., of the Soil/Water/Air Protection Enterprise ("SWAPE"), SAFER requests that the Planning Division refrain from taking any action on the Project and SCEA at this time because (1) the SCEA fails to incorporate all feasible mitigation measures from prior environmental impact reports for air quality and hazards and hazardous materials; and (2) the SCEA's conclusions about the Project's impacts to air quality are not supported by substantial evidence. In addition, we request that the City prepare an environmental impact report ("EIR") for the Project pursuant to the CEQA, Public Resources Code ("PRC") section 21000, et seq. **O3.2**

Mr. Offerman's comment and curriculum vitae are attached as Exhibit A hereto and is incorporated herein by reference in its entirety. SWAPE's comment and the consultants' curriculum vitae are attached as Exhibit B hereto and are incorporated herein by reference in their entirety.

PROJECT DESCRIPTION

The subject of this SCEA is a proposed mixed-use development known as the State Street Village. The Project site comprises multiple parcels bordered by a public alleyway, Citrus Avenue, Orange Street, Redlands Boulevard, and Eureka Street. Three commercial buildings (Redlands Mall) and surface parking lots are currently located on the Project site. The Project would demolish the existing structures to construct the Project.

The Project proposes to demolish the existing building and the development of six 3- to 4-story mixed-use buildings consisting of 700 multifamily dwelling units, 71,778 square feet (SF) of ground-floor retail, approximately 12,328 SF of office space, amenity areas, community building, and a 1,721 SF rooftop restaurant space with a rooftop deck. A 14,500 SF drugstore with drive through and surface parking lot is proposed for the area south of Citrus Avenue. Specifically, the Project proposes the following developments:

- Demolish existing on-site buildings and improvements;
- Construct an approximately 460-foot extension of West State Street (west of Orange Street) to connect to a new 545-foot extension of Third Street through the project site;
- Construct two subterranean, single-level parking garages and a 6-level parking garage for a total of approximately 1,167 parking spaces;
- Construct multiple mixed-use buildings with up to 3- to 4-stories;
- Construct up to 700 multifamily dwelling units (apartments and condominiums), to include live/work, studio, one-bedroom, two-bedroom, and three-bedroom units;
- Construct a 6,000 square-foot recreational amenity building including pool for residents;
- Construct approximately 71,778 square-feet of commercial floor area on ground floors to include retail and restaurant uses and a 1,721 square foot rooftop restaurant;
- Construct up to approximately 12,328 square-feet of office space on upper floors;
- New pedestrian plaza totaling approximately 22,000 square-feet on Third Street;
- Construct a 14,500 square-foot retail building with a drive-through window to relocate a CVS Pharmacy to the southeast corner of Citrus Avenue and Eureka Street;
- Construct public and private open space areas to include landscaping, shade trees, street trees, and pedestrian improvements; and
- Construct related site improvements to include sidewalks, driveways, landscape, lighting, flood prevention, and public and private utility connections.

O3.3

The Project proposes to redevelop the 11.15-acre Redlands Mall site at the southwest corner of Redlands Boulevard and Orange Street (APNs: 0171-053-01, 0171-053-02, 0171-053-03, 0171-053-04, 0171-053-05, and 0171-053-06) and the 1.1-acre parking lot located at the southeast corner of Citrus Avenue and Eureka Street (APNs: 0171-251-06, 0171-251-07, 0171-251-08, 0171-251-09, and 0171-251-10). O3.3

A Sustainable Communities Environmental Assessment ("SCEA") has been prepared for the proposed Project pursuant to Section 21155.2 of the California Public Resources Code ("PRC").

LEGAL BACKGROUND

Sustainable Communities Environmental Assessment under SB 375

The California Legislature passed SB 375, also known as the Sustainable Communities and Climate Protection Act, in an effort to integrate transportation and land use planning to reduce greenhouse gas ("GHG") emissions. (*See* California Senate Bill 375, Chapter 728, section 1(a).) SB 375 required the state Air Resources Board to develop regional emission reduction targets for cars and light trucks. (Gov. Code § 65080(b)(2)(A).) In addition, federally-designated metropolitan planning organizations that prepare regional transportation plans were required to include in those plans a "sustainable communities strategy" to achieve the emission targets. (Gov. Code § 65080(b)(2)(B).)

CEQA allows for the streamlining of environmental review for "transit priority projects" meeting certain criteria. (Pub. Res. Code §§ 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.

O3.4

(Pub. Res. Code § 21155(b).) A transit priority project is eligible for CEQA's streamlining provisions where:

> [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.

(Pub. Res. Code § 21155(a).) In 2020, the Southern California Association of Governments'

("SCAG") Regional Council formally adopted the Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy ("2020–2045 RTP/SCS"), which was accepted by the California Air Resources Board ("CARB") on October 30, 2020, and was certified on May 7, 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 Sustainable Communities Environmental Assessment ("SCEA"). (Pub. Res. Code § 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." (Pub. Res. Code § 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." (Pub. Res. Code §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. (Pub. Res. Code § 21159.28(a).) O3.4 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. (Pub. Res. Code § 21155(b)(3), (b)(4), (b)(5).) A lead agency's approval of a SCEA must be supported by substantial evidence. (Pub. Res. Code §21155(b)(7).)

DISCUSSION

I. The SCEA is not adequate under CEQA because it fails to require all feasible mitigation measures from the 2020–2045 RTP/SCS.

CEQA is clear that a SCEA is only appropriate where "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 the Project. (Pub. Res. Code § 21155.2.) In 2020, SCAG adopted the Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy Program Environmental Impact Report ("2020–2045 RTP/SCS PEIR"), including a Mitigation Monitoring and Reporting Program ("MMRP"). The MMRP included regional mitigation measures to be implemented by SCAG and project-level mitigation measures to be applied by lead agencies to specific projects (such as the Project here). O3.5

Despite CEQA's clear directive that *all* feasible mitigation measures from prior EIRs must be applied to a project to qualify for a SCEA, multiple feasible mitigation measures from the 2020–2045 RTP/SCS PEIR are not being applied to the Project. In particular, mitigation

measures related to air quality and hazards and hazardous materials were not adopted, including 2020–2045 RTP/SCS PEIR's Mitigation Measure ("MM") AQ-1 and MM HAZ-1. **O3.5 cont.**

As one example regarding air quality, 2020–2045 RTP/SCS PEIR required that a project "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." (2020–2045 RTP/SCS PEIR, MM-AQ-1.) However, the SCEA does not require Tier 4 equipment to mitigate the Project's air quality impacts. Instead, the SCEA's Air Quality Impact Analysis, included as Appendix A to the SCEA, claims that the Project will comply with existing regulations that have been identified and are required by the Southern California Air Quality Management District ("SCAQMD") and the California Air Resources Board ("CARB"), such as Tier 3 emissions standards. (*See* SCEA, App. A, p. 26.) Rather than apply all feasible mitigation measures as required by CEQA, the SCEA claims that compliance with SCAQMD and CARB regulations will be consistent with 2020–2045 RTP/SCS PEIR. (SCEA, pp. 115-16.) **O3.6**

According to SWAPE, another example is the lack of mitigation measures for hazards and hazardous materials associated with the proposed Project. (*See* Ex. B, pp. 1-3.) In particular, regarding potential petroleum soil contamination related to a former underground storage tank (UST) at the site, SWAPE points out that the SCEA states:

> Project-specific MM HAZ-1 is included to require the applicant to pay for the removal of any UST that is encountered during construction activities and requires further soil sampling and remediation if potentially impacted soils are encountered. With implementation of MM HAZ-1, impacts related to existing USTs would be less than significant.

(Ex. B, p. 1 [citing SCEA, p. 145].) However, as SWAPE notes, the SCEA fails to include the above-mentioned MM HAZ-1. (Ex. B, p. 2.) Instead, the SCEA incorporates Existing Plans, Programs or Policies ("PPP") HAZ-1, which states: **O3.7**

> California UST Regulations. Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside County Environmental Health Division, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).

(SCEA, p. 146.)

Nevertheless, this is insufficient. (*See* Ex. B, p. 1-3.) The SCEA fundamentally misconstrues the requirements for an SCEA by not requiring *all* feasible mitigation measures from the PEIR. If a measure from the PEIR is feasible for this Project, it must be applied in order for the Project to qualify for a SCEA. Because the SCEA here fails to apply all feasible mitigation from the PEIR, the SCEA is improper and the City must instead prepare an EIR. O3.8

II. The SCEA's conclusions regarding the Project's air quality impacts are not supported by substantial evidence.

Indoor air quality expert Francis "Bud" Offermann, PE, CIH, and air quality experts Matt Hagemann, P.G., C.Hg., and Paul E. Rosenfeld, Ph.D., of the Soil/Water/Air Protection Enterprise ("SWAPE") reviewed the SCEA and found that the SCEA's conclusions as to the Project's 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. SWAPE found that SCEA failed to properly model the Project's emissions and failed to properly evaluate the Project's heath risk impacts from emissions of diesel particulate matter. SWAPE's comment and CVs are attached as Exhibit B. O3.9

A. The SCEA failed to discuss or mitigate the Project's significant indoor air quality impacts.

The SCEA fails to discuss, disclose, analyze, and mitigate the significant health risks posed by the Project from formaldehyde, a toxic air contaminant ("TAC"). Certified Industrial Hygienist, Francis "Bud" Offermann, PE, CIH, conducted a review of the Project, the SCEA, and relevant documents regarding the Project's indoor air emissions. Mr. Offermann is one of the world's leading experts on indoor air quality, in particular emissions of formaldehyde, and has published extensively on the topic. 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 and employees in the Project's commercial and office components. 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. Mr. Offermann's comment and curriculum vitae are attached as Exhibit A. O3.10

Formaldehyde is a known human carcinogen and listed by the State as a TAC. SCAQMD has established a significance threshold of health risks for carcinogenic TACs of 10 in a million and a cumulative health risk threshold of 100 in a million. The SCEA fails to acknowledge the significant indoor air emissions that will result from the Project. Specifically, there is no discussion of impacts or health risks, no analysis, and no identification of mitigations for significant emissions of formaldehyde to air from the Project.

Mr. Offermann explains that many composite wood products typically used in home and apartment building construction contain formaldehyde-based glues which off-gas formaldehyde over a very long time period. He states, "The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and particle board. These materials are commonly used in residential, office, and retail building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims." (Ex. A, pp. 2-3.)

Mr. Offermann found that future residents of the Project's residential units will be exposed to a cancer risk from formaldehyde of approximately 120 per million, ***even assuming that*** all materials are compliant with the California Air Resources Board's formaldehyde airborne toxics control measure. (Ex. A, pp. 4-5.) This is more than 12 times SCAQMD's CEQA significance threshold of 10 per million. (*Id.*)

Mr. Offermann found that future employees of the Project's commercial spaces will be exposed to a cancer risk from formaldehyde of approximately 17.7 per million, ***even assuming that*** all materials are compliant with the California Air Resources Board's formaldehyde airborne toxics control measure. (Ex. A, p. 5.) This exceeds SCAQMD's CEQA significance thresholds 10 per million. (*Id.*)

Mr. Offermann concludes that these significant environmental impacts must be analyzed and mitigation measures should be imposed to reduce the risk of formaldehyde exposure. (Ex. A, pp. 5-6, 12-13.) He prescribes a methodology for estimating the Project's formaldehyde emissions in order to do a more project-specific health risk assessment. (*Id.*, pp. 6-12.) Mr. Offermann also suggests several feasible mitigation measures, such as requiring the use of no-added-formaldehyde composite wood products, which are readily available. (*Id.*, pp. 12-13.) Mr. Offermann also suggests requiring air ventilation systems which would reduce formaldehyde levels. (*Id.*, p. 13.) Since the SCEA does not analyze this impact at all, none of these or other mitigation measures have been considered. **O3.10 cont.**

When a Project exceeds a duly adopted CEQA significance threshold, as here, this alone establishes substantial evidence that the project will have a significant adverse environmental impact. Indeed, in many instances, such air quality thresholds are the only criteria reviewed and treated as dispositive in evaluating the significance of a project's air quality impacts. (*See, e.g. Schenck v. County of Sonoma* (2011) 198 Cal.App.4th 949, 960 [County applies Air District's "published CEQA quantitative criteria" and "threshold level of cumulative significance"]; *see also Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 110-111 ["A 'threshold of significance' for a given environmental effect is simply that level at which the lead agency finds the effects of the project to be significant"].)

The California Supreme Court made clear the substantial importance that an air district significance threshold plays in providing substantial evidence of a significant adverse impact. (*Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 327 ["As the [South Coast Air Quality Management] District's established significance threshold for NOx is 55 pounds per day, these estimates [of NOx emissions of 201

to 456 pounds per day] constitute substantial evidence supporting a fair argument for a significant adverse impact."].) Since expert evidence demonstrates that the Project will exceed the SCAQMD's CEQA significance threshold, there is substantial evidence that an "unstudied, ***potentially significant environmental effect[]***" exists. (*See Friends of Coll. of San Mateo Gardens v. San Mateo Cty. Cmty. Coll. Dist.* (2016) 1 Cal.5th 937, 958 [emphasis added].) As a result, the City must address this impact and identify enforceable mitigation measures prior to approving the SCEA. (*See* Pub. Res. Code § 21155.2(b)(5) [SCEA must mitigate all impacts to level of insignificance].)

The failure of the SCEA to address the Project's formaldehyde emissions is contrary to the California Supreme Court's decision in *California Building Industry Ass'n v. Bay Area Air Quality Mgmt. Dist.* (2015) 62 Cal.4th 369, 386 ("*CBIA*"). In that case, the Supreme Court expressly holds that potential adverse impacts to future users and residents from pollution generated by a proposed project ***must be addressed*** under CEQA. At issue in *CBIA* was whether the Air District could enact CEQA guidelines that advised lead agencies that they must analyze the impacts of adjacent environmental conditions on a project. The Supreme Court held that CEQA does not generally require lead agencies to consider the environment's effects on a project. (*CBIA*, 62 Cal.4th at 800-01.) However, to the extent a project may exacerbate existing environmental conditions at or near a project site, those would still have to be considered pursuant to CEQA. (*Id.* at 801.) In so holding, the Court expressly held that CEQA's statutory language required lead agencies to disclose and analyze "impacts on ***a project's users or residents*** that arise ***from the project's effects*** on the environment." (*Id.* at 800 [emphasis added].)

O3.10 cont.

The carcinogenic formaldehyde emissions identified by Mr. Offermann are not an existing environmental condition. Those emissions to the air will be from the Project. People will be residing in and working in the Project's buildings once built and emitting formaldehyde. Once built, the Project will begin to emit formaldehyde at levels that pose significant direct and cumulative health risks. The Supreme Court in *CBIA* expressly finds that this type of air emission and health impact by the project on the environment and a "project's users and residents" must be addressed in the CEQA process. The existing TAC sources near the Project site would have to be considered in evaluating the cumulative effect on future residents of both the Project's TAC emissions as well as those existing off-site emissions.

The Supreme Court's reasoning is well-grounded in CEQA's statutory language. CEQA expressly includes a project's effects on human beings as an effect on the environment that must be addressed in an environmental review. "Section 21083(b)(3)'s express language, for example, requires a finding of a 'significant effect on the environment' (§ 21083(b)) whenever the 'environmental effects of a project will cause substantial adverse effects *on human beings,* either directly or indirectly.'" (*CBIA*, 62 Cal.4th at 800.) Likewise, "the Legislature has made clear—in declarations accompanying CEQA's enactment—that public health and safety are of great importance in the statutory scheme." (*Id.* [citing e.g., PRC §§ 21000, 21001].) It goes without saying that the future residents and employees at the Project are human beings and their health and safety must be subject to CEQA's safeguards.

The City has a duty to investigate issues relating to a project's potential environmental impacts. (*See County Sanitation Dist. No. 2 v. County of Kern*, (2005) 127 Cal.App.4th 1544, 1597–98. ["[U]nder CEQA, the lead agency bears a burden to investigate potential environmental impacts."].) The proposed buildings will have significant impacts on air quality and health risks by emitting cancer-causing levels of formaldehyde into the air that will expose future residents and employees to cancer risks potentially in excess of SCAQMD's threshold of significance for cancer health risks of 10 in a million. Currently, outside of Mr. Offermann's comments, the City does not have any idea what risks will be posed by formaldehyde emissions from the Project or the residences. As a result, the City must include an analysis and discussion in an EIR which discloses and analyzes the health risks that the Project's formaldehyde emissions may have on future residents and employees and identifies appropriate mitigation measures. O3.10

B. <u>The SCEA cannot be relied upon to determine the significance of the Project's air quality impacts because the SCEA's air model underestimated the Project's emissions</u>.

SWAPE's review of the SCEA found that it underestimated the Project's emissions and therefore cannot be relied upon to determine the significant of the Project's air quality impacts. The SCEA relies on emissions calculated from the California Emissions Estimator Model Version CalEEMod.2020.4.0 ("CalEEMod"). (Ex. B, p. 3.) This model, which is used to generate a project's construction and operational emissions, relies on recommended default values based on site specific information related to a number of factors (*Id.*, pp. 3-4.) CEQA requires that any changes to the default values must be justified by substantial evidence. (*Id.*, p. 3.)

SWAPE reviewed the Project's CalEEMod output files and found that the values input into the model were inconsistent with information provided in the SCEA. (Ex. B, p. 4.) This results in an underestimation of the Project's emissions. (*Id.*) As a result, the SCEA's air quality analysis cannot be relied upon to estimate the Project's emissions.

Specifically, SWAPE found that the following values used in the SCEA's air quality analysis were either inconsistent with information provided in the SCEA or otherwise unjustified: O3.11

1. Unsubstantiated Changes to Construction Schedule (Ex. B, pp. 4-6.)
2. Failure to Substantiate Demolition (Ex. B, pp. 6-7.)
3. Unsubstantiated Changes to Gas Fireplace Values (Ex. B, pp. 7-8.)
4. Unsubstantiated Changes to Off-Road Equipment Horsepower Values and Load Factors (Ex. B, pp. 8-9.)
5. Unsubstantiated Changes to Indoor Water Use Rates (Ex. B, p. 10.)

As a result of these errors in the SCEA, the Project's construction and operational emissions are underestimated and cannot be relied upon to determine the significance of the Project's air quality impacts.

C. An updated air model analysis found that the Project will have a significant air quality impact.

To more accurately determine the Project's construction-related emissions, SWAPE prepared an updated CalEEMod model using more Project-specific information provided by the SCEA. (*See* Ex. B, pp. 10-11.) SWAPE's updated analysis demonstrates that the Project's construction-related VOC emissions increase by approximately 354% and exceed the appreciable SCAQMD significance threshold of 75 pounds per day ("lbs/day"). Thus, SWAPE's model demonstrates that the Project would result in a significant air quality impact that was not previously identified or addressed by the SCEA. An EIR should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the surrounding environment. O3.12

D. The SCEA inadequately analyzed the Project's impact on human health from emissions of diesel particulate matter.

The SCEA fails to mention or evaluate the Project's construction-related or operational toxic air contaminant ("TAC") emissions. (Ex. B, p. 11.) Instead, the SCEA concluded that the Project would result in a less-than-significant health risk impact without conducting a quantified construction or operational health risk assessment ("HRA") for Project construction and operation. (*Id.*)

Furthermore, the SCEA concluded that the cancer risk to nearby, sensitive receptors would be less than SCAQMD's significance threshold of 10 in one million because emissions associated with Project operation and construction would be below SCAQMD's localized significance thresholds. However, SWAPE found that the SCEA's analysis of the Project's health risks were inadequate for several reasons. (Ex. B, pp. 11-13.)

First, the SCEA's localized significance threshold ("LST") only assess impacts of pollutants at a local level, and therefore can only evaluate impacts from criteria pollutants. (*Id.*, p. 12.) The LST therefore does not address impacts from diesel particulate matter ("DPM"), and thus, renders the SCEA inadequate.

O3.12

Second, the SCEA fails to quantitatively evaluate construction-related and operational TACs or make a reasonable effort to connect these emissions to potential health risk impacts to nearby existing sensitive receptors. (Ex. B, p. 12.) SWAPE identifies potential emissions from both the exhaust stacks of construction equipment and daily vehicle trips. (*Id.*) In failing to connect TAC emissions to potential health risks to nearby receptors, the Project fails to meet the CEQA requirement that projects correlate increases in project-generated emissions to adverse impacts on human health caused by those emissions. (*Id.*; *see also Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 510.)

Third, the California Department of Justice recommends the preparation of a quantitative HRA pursuant to the Office of Environmental Health Hazard Assessment ("OEHHA"), the

organization responsible for providing guidance on conducting HRAs in California, as well as local air district guidelines. OEHHA released its most recent guidance document in 2015 describing which types of projects warrant preparation of an HRA. (*See* "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/hotspots2015.html.) OEHHA recommends that projects lasting at least 2 months be evaluated for cancer risks to nearby sensitive receptors, a time period which this Project easily exceeds. (Ex. B, p. 13.) The OEHHA document also recommends that if a project is expected to last over 6 months, the exposure should be evaluated throughout the project using a 30-year exposure duration to estimate individual cancer risks. (*Id.*) Based on its extensive experience, SWAPE reasonably assumes that the Project will last at least 30 years, and therefore recommends that health risk impacts from the project be evaluated. (*Id.*) An EIR is therefore required to analyze these impacts. (*Id.*)

O3.12 cont.

Lastly, the SCEA's claim that there will be a less than significant impact without having conducted a qualified construction or operational HRA for nearby sensitive receptors also fails under CEQA requirements. (Ex. B, p. 13.) Thus, an EIR should be prepared to quantify the cumulative excess cancer risk posed by the Project's construction and operation to nearby, existing receptors, and compare it to the SCAQMD threshold of 10 in one million. (*Id.*)

E. <u>The health risks from construction and operation of the Project exceed SCAQMD's significance threshold</u>.

SWAPE prepared a screening-level health risk assessment ("HRA") to evaluate potential DPM impacts from the construction and operation of the Project, as opposed to the SCEA's failure to conduct any HRA analysis. (Ex. B, pp. 13-17.) SWAPE used AERSCREEN, the leading screening-level air quality dispersion model. (*Id.* at p. 13.) SWAPE used a sensitive receptor distance of 150 meters and analyzed impacts to individuals at different stages of life based on OEHHA and SCAQMD guidance. (*Id.*, pp. 14-16.)

SWAPE found that the excess cancer risk for infants, children, and adults at the closest, sensitive receptor located approximately 150 meters away, over the course of Project construction and operation, is approximately 68.7, 101, and 11.6 in one million. (Ex. B, p. 16.) Moreover, SWAPE found that the excess cancer risk over the course of a residential lifetime is approximately 184 in one million. (*Id.*) The infant, child, adult, and lifetime cancer risks exceed the SCAQMD threshold of 10 in one million. (*Id.*, pp. 16-17.) Because a SCEA is only appropriate where all impacts have been mitigated to a level of insignificance, the City must prepare a revised SCEA to mitigate this impact. However, given the substantial evidence of a significant health risk impact from the Project's construction-related and operational emissions, the City should prepare an EIR that includes an HRA.

O3.13

CONCLUSION

For the foregoing reasons, an EIR for the Project should be prepared, or at the very least, the SCEA for the Project should be revised prior to any further action on the Project by the Planning Division. Thank you for considering these comments. O3.14

Sincerely,

Victoria Ann Yundt
LOZEAU DRURY LLP

Exhibit A

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From: Francis J. Offermann PE CIH

Subject: Indoor Air Quality: State Street Village Project, City of Redlands, CA (IEE File Reference: P-4522)

Pages: 19

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. O3.15

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.

O3.15 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 $\mu g/m^3$, 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 $\mu g/m^3$. The median indoor formaldehyde concentration was 36 $\mu g/m^3$, and ranged from 4.8 to 136 $\mu g/m^3$, which corresponds to a median exceedance of the 2 $\mu g/m^3$ NSRL concentration of 18 and a range of 2.3 to 68.

O3.16

Therefore, the cancer risk of a resident living in a California home with the median indoor formaldehyde concentration of 36 $\mu g/m^3$, 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 $\mu g/m^3$ to 28% for the Acute REL of 55 $\mu g/m^3$.

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. **O3.16 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 State Street Village Project, City of Redlands, CA, the buildings consist of residential and commercial spaces. **O3.17**

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).

O3.17 cont.

The employees of the commercial spaces are expected to experience significant indoor exposures (e.g., 40 hours per week, 50 weeks per year). These exposures for employees are anticipated to result in significant cancer risks resulting from exposures to formaldehyde released by the building materials and furnishing commonly found in offices, warehouses, residences and hotels.

Because the commercial spaces will be constructed with CARB Phase 2 Formaldehyde ATCM materials, and be ventilated with the minimum code required amount of outdoor air, the indoor 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 employees of commercial spaces work 8 hours per day and inhale 20 m^3

of air per day, the formaldehyde dose per work-day at the offices is 161 µg/day.

Assuming that these employees work 5 days per week and 50 weeks per year for 45 years (start at age 20 and retire at age 65) the average 70-year lifetime formaldehyde daily dose is 70.9 µg/day.

This is 1.77 times the NSRL (OEHHA, 2017a) of 40 µg/day and represents a cancer risk of 17.7 per million, which exceeds the CEQA cancer risk of 10 per million. This impact should be analyzed in an environmental impact report ("EIR"), and the agency should impose all feasible mitigation measures to reduce this impact. Several feasible mitigation measures are discussed below and these and other measures should be analyzed in an EIR.

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.

O3.17 cont.

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.

O3.17 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.

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.

O3.18

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.

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.

O3.18 cont.

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.

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.

O3.18 cont.

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).

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.

O3.18 cont.

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.

O3.18 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 windows for ventilation, results in homes with low outdoor air exchange rates and higher indoor air contaminant concentrations.

O3.19

The State Street Village Project, City of Redlands, CA, is close to roads with moderate to high traffic (e.g., West Redland Avenue, West Citrus Avenue, North Eureka Street, Orange Street, etc.), as well as air traffic from the San Bernardino International Airport, and thus the Project site is a sound impacted site.

O3.20

According to the State Street Village Project - Sustainable Communities Environmental Assessment. (City of Redlands, 2021), the existing project traffic noise levels with the Project reported in Table N-5, range from 63 dBA to 66.7 dBA CNEL.

O3.20 cont.

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 State Street Village Project - Sustainable Communities Environmental Assessment. (City of Redlands, 2021), 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 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.

O3.21

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. O3.21 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. O3.22

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.

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. O3.23

$PM_{2.5}$ 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. O3.24

References

BIFA. 2018. BIFMA Product Safety and Performance Standards and Guidelines. www.bifma.org/page/standardsoverview

California Air Resources Board. 2009. Airborne Toxic Control Measure to Reduce Formaldehyde Emissions from Composite Wood Products. California Environmental Protection Agency, Sacramento, CA. https://www.arb.ca.gov/regact/2007/compwood07/fro-final.pdf

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December 3, 2021

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Subject: Comments on the State Street Village Project (SCH No. 2021110117)

Dear Mr. Yundt,

We have reviewed the November 2021 Sustainable Communities Environmental Assessment ("SCEA") for the State Street Village Project ("Project") located in the City of Redlands ("City"). The Project proposes to demolish three existing buildings, and construct a mixed-use development consisting of 700 residential units, 86,278-SF of retail space, 12,328-SF of office space, a 1,721-SF restaurant, and a 14,500-SF drugstore, as well as 1,180 parking spaces, on the 12.25-acre site.

O3.25

Our review concludes that the SCEA fails to adequately evaluate the Project's hazards and hazardous materials, air quality, and health risk impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An Environmental Impact Report ("EIR") should be prepared to adequately assess and mitigate the potential hazards and hazardous materials, air quality, and health risk impacts that the project may have on the surrounding environment.

Hazards and Hazardous Materials

Inadequate Analysis of Impacts

Regarding potential petroleum soil contamination related to a former underground storage tank (UST) at the site, the SCEA states:

> "Project-specific MM HAZ-1 is included to require the applicant to pay for the removal of any UST that is encountered during construction activities and requires further soil sampling and remediation if potentially impacted soils are encountered. With implementation of MM HAZ-1, impacts related to existing USTs would be less than significant" (p. 145).

O3.26

However, the SCEA fails to include the above-mentioned Mitigation Measure ("MM") HAZ-1. The SCEA incorporates Existing Plans, Programs or Policies ("PPP") HAZ-1, which states:

> "California UST Regulations. Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside County Environmental Health Division, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations)" (p. 146).

However, this is insufficient. According to the *AEP CEQA Portal Topic Paper* on mitigation measures:

> "While not 'mitigation', a good practice is to include those project design feature(s) that address environmental impacts in the mitigation monitoring and reporting program (MMRP). Often the MMRP is all that accompanies building and construction plans through the permit process. If the design features are not listed as important to addressing an environmental impact, it is easy for someone not involved in the original environmental process to approve a change to the project that could eliminate one or more of the design features without understanding the resulting environmental impact."[1]

O3.26 cont.

As you can see in the excerpt above, project design features ("PDFs") are not mitigation measures and may be eliminated from the Project's design. Thus, as PPP HAZ-1 is not formally included as a mitigation measure, we cannot guarantee that it would be implemented, monitored, and enforced on the Project site. Furthermore, there is no binding mitigation measure MM HAZ-1 included in the SCEA that would require the applicant "to pay for the removal of any UST that is encountered during construction activities and requires further soil sampling and remediation if potentially impacted soils are encountered" (p. 145). An EIR should be prepared to include, as mitigation the above language used in the SCEA.

The EIR should also include a Phase II Environmental Site Assessment ("ESA") to investigate the potential that contaminated soils remain on the Project site that are associated with the former UST. The preparation of a Phase II ESA would be consistent with the recommendation made in the Phase I ESA, provided as Appendix F to the SCEA, which states:

> "A subsurface investigation including GPR and soil sampling should be conducted in feasible areas (surface parking areas where former stations were reported) in order to determine the presence or absence of USTs, and/or soil contamination due to the historical use of the subject property" (p. 28).

[1] "CEQA Portal Topic Paper Mitigation Measures." AEP, February 2020, *available at:* https://ceqaportal.org/tp/CEQA%20Mitigation%202020.pdf, p. 6.

The EIR should disclose the results of the sampling conducted under a Phase II and any mitigation that is required to address any contaminated soil. Any cleanup that is required should be conducted under the auspices of the Santa Ana Regional Water Quality Control Board.

O3.26 cont.

Additionally, no Phase I ESA was conducted to the parcel of land south of E. Citrus Ave as depicted below.



O3.27

The Phase I ESA relied upon by the SCEA covers only that portion of the Project site north of E. Citrus Ave. As such, the SCEA is unreliable for purposes of disclosure for any hazards and hazardous materials impacts on the Project site south of E. Citrus Ave. An EIR should be prepared to include an additional Phase I ESA that covers the parcel excluded in the SCEA.

Air Quality

Unsubstantiated Input Parameters Used to Estimate Project Emissions

The air quality analysis provided in the SCEA relies on emissions calculated with CalEEMod.2020.4.0 (Appendix A, p. 24).[2] CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence. Once all of the values are inputted into the model, the Project's construction and operational emissions are calculated, and "output files" are generated. These output files disclose to the reader what parameters are utilized in calculating the Project's air pollutant emissions and make known which default values are changed as well as provide justification for the values selected.

O3.28

[2] CAPCOA (May 2021) CalEEMod User's Guide, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/01_user-39-s-guide2020-4-0.pdf?sfvrsn=6.

When reviewing the Project's CalEEMod output files, provided in the Air Quality Impact Analysis ("AQIA") and the Greenhouse Gas Analysis ("GHG Analysis") as Appendix A and Appendix E to the SCEA, respectively, we found that several model inputs were not consistent with information disclosed in the SCEA. As a result, the Project's construction and operational emissions are underestimated. Therefore, an EIR should be prepared to include an updated air quality analysis that adequately evaluates the impacts that construction and operation of the Project will have on local and regional air quality. **O3.29**

Unsubstantiated Changes to Construction Schedule

Review of the CalEEMod output files demonstrates that the "State Street Village" model includes several changes to the default individual construction phase lengths (see excerpt below) (Appendix A, pp. 62, 63, 102, 103; Appendix E, pp. 64, 65).

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	125.00
tblConstructionPhase	NumDays	30.00	130.00
tblConstructionPhase	NumDays	300.00	865.00
tblConstructionPhase	NumDays	20.00	125.00
tblConstructionPhase	NumDays	20.00	125.00
tblConstructionPhase	NumDays	20.00	84.00

As a result of these changes, the model includes the following construction schedule (see excerpt below) (Appendix A, pp. 68, 108; Appendix E, pp. 70-71).

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days
1	Demolition	Demolition	11/1/2022	2/24/2023	5	84
2	Site Preparation	Site Preparation	12/5/2022	5/26/2023	5	125
3	Grading	Grading	1/2/2023	6/30/2023	5	130
4	Building Construction	Building Construction	3/6/2023	6/26/2026	5	865
5	Paving	Paving	1/5/2026	6/26/2026	5	125
6	Architectural Coating	Architectural Coating	1/5/2026	6/26/2026	5	125

O3.30

As you can see in the excerpts above, the demolition phase length was increased by 320%, from the default value of 20 to 84 days; the site preparation phase length was increased by 1,150%, from the default value of 10 to 125 days; the grading phase length was increased by 333%, from the default value of 30 to 130 days; the building construction phase length was increased by roughly 188%, from the default value of 300 to 865 days; and the paving and architectural coating phase lengths were both increased by 525%, from the default values of 20 to 125 days.

As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[3] According to the "User Entered Comments & Non-Default Data" table, the justification provided for these changes is: "Based on Project Applicant and Contractor" (Appendix A, pp. 61, 101;

[3] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9

Appendix E, pp. 63). Additionally, regarding the Project's anticipated construction schedule, the AQIA states:

> "Construction is expected to commence in November 2022 and will continue through June 2026" (p. 25).

Furthermore, the AQIA provides the following construction schedule (see excerpt below) (p. 25, Table 3-2):

TABLE 3-2: CONSTRUCTION DURATION

Phase Name	Start Date	End Date	Days
Demolition	11/1/2022	2/24/2023	84
Site Preparation	12/5/2022	5/26/2023	125
Grading	1/2/2023	6/30/2023	130
Building Construction	3/6/2023	6/26/2026	865
Paving	1/5/2026	6/26/2026	125
Architectural Coating	1/5/2026	6/26/2026	125

Source: CalEEMod, Appendix 3.1

O3.30 cont.

However, as demonstrated above, the source provided for assumed construction schedule the is the CalEEMod output files themselves. This is incorrect, as the Project documents should substantiate the changes included in the CalEEMod model, not vice versa. This is insufficient, as according CalEEMod User's Guide:

> "CalEEMod was also designed to allow the user to change the defaults to reflect site- or project-specific information, when available, provided that the information is supported by substantial evidence as required by CEQA." [4]

Here, as the SCEA only indicates the Project's total construction duration from November 2022 to June 2026, the SCEA fails to provide substantial evidence to support the revised individual construction phase lengths, we cannot verify the changes.

These unsubstantiated changes present an issue, as the construction emissions are improperly spread out over a longer period of time for some phases, but not for others. According to the CalEEMod User's Guide, each construction phase is associated with different emissions activities (see excerpt below).[5]

[4] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 12.
[5] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 31.

Demolition involves removing buildings or structures.

Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.

Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.

Building Construction involves the construction of the foundation, structures and buildings.

Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

O3.30 cont.

As such, by disproportionately altering the default individual construction phase lengths without proper justification, the model may underestimate the peak daily emissions associated with some phases of construction. As such, the model should not be relied upon to determine Project significance.

Failure to Substantiate Demolition

Review of the CalEEMod output files demonstrates that the "State Street Village" model includes 2,274 default demolition hauling truck trips (see excerpt below) (Appendix A, pp. 69, 109; Appendix E, pp. 72).

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number
Demolition	12	30.00	0.00	2,274.00
Site Preparation	7	18.00	0.00	0.00
Grading	9	23.00	0.00	6,125.00
Building Construction	9	767.00	176.00	0.00
Paving	6	15.00	0.00	0.00
Architectural Coating	1	153.00	0.00	0.00

O3.31

However, the number of demolition hauling trips is unsubstantiated. According to the CalEEMod User's Guide:

> "Haul trips are based on the amount of material that is demolished, imported or exported assuming a truck can handle 16 cubic yards of material."[6]

Therefore, CalEEMod calculates a default number of hauling trips based upon the amount of demolition material inputted into the model. However, the SCEA fails to disclose the specific square footage of facilities to be demolished or the tons of debris resulting from this demolition. Specifically, regarding the amount of demolition required for Project construction, the SCEA simply states:

[6] http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14

"The Project would involve the demolition of the existing commercial uses and construction of a mixed-use development on the Project site" (p. 135).

Thus, we cannot verify that the hauling trip number calculated in the model is the result of the input of the correct amount of demolition. As such, demolition may be underestimated.

This potential underestimation presents an issue, as the amount of demolition material inputted into the model is used by CalEEMod to determine emissions associated with this phase of construction. The three primary operations that generate dust emissions during the demolition phase are mechanical or explosive dismemberment, site removal of debris, and on-site truck traffic on paved and unpaved road.[7] Thus, by failing to substantiate the demolition of existing structures, the model may underestimate the Project's construction-related emissions and should not be relied upon to determine Project significance. An EIR should be prepared to substantiate the amount of required demolition and revise the model accordingly, if necessary. **O3.31 cont.**

Unsubstantiated Changes to Gas Fireplace Values

Review of the CalEEMod output files demonstrates that the "State Street Village" model includes several reductions to the default gas fireplace values (see excerpt below) (Appendix A, pp. 63, 103; Appendix E, pp. 65).

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	614.55	0.00
tblFireplaces	NumberNoFireplace	72.30	723.00
tblFireplaces	NumberWood	36.15	0.00

As you can see in the excerpt above, the model assumes that the Project would not include any gas fireplaces. As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[8] According to the "User Entered Comments and Non-Default Data" table for Phase 3, the justification provided for these changes is: "Per applicant no fire places or wood stoves" (Appendix A, pp. 61, 101; Appendix E, pp. 63). Furthermore, the SCEA incorporates Existing Plans, Programs, or Policies ("PPP") AQ-3: Rule 445, which states: **O3.32**

"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" (p. 120).

[7] CalEEMod User Guide, Appendix A, p. 11, *available at:* http://www.caleemod.com/
[8] CalEEMod User's Guide, *available at:* : http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9.

However, these changes remain unsupported. As the SCEA fails to mention gas fireplaces, and SCAQMD Rule 445 only prohibits the installation of wood-burning devices, we cannot verify the assumption that the Project would not include any gas fireplaces.

O3.32 cont.

These unsubstantiated reductions present an issue, as CalEEMod uses the number of gas fireplaces to calculate the Project's area-source operational emissions.[9] Thus, by including unsubstantiated reductions to the default number of gas fireplaces, the model may underestimate the Project's area-source operational emissions and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Off-Road Equipment Horsepower Values and Load Factors

Review of the CalEEMod output files demonstrates that the "State Street Village" model includes several changes to the default off-road construction equipment horsepower and load factor values (see excerpt below) (Appendix A, pp. 30; Appendix F, pp. 28).

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	HorsePower	212.00	97.00
tblOffRoadEquipment	HorsePower	212.00	97.00
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	LoadFactor	0.43	0.37

As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[10] According to the "User Entered Comments and Non-Default Data" table, the justification provided for these changes is:

O3.33

> "Tractors/Backhoe/Loaders removed and replaced with crawler tractrors of same hp and load factor to account for dust generation, increased equipment due to schedule" (Appendix A, pp. 61, 101; Appendix E, pp. 63).

Furthermore, the State Street Energy Analysis ("Energy Analysis"), provided as Appendix C to the SCEA, provides the following construction equipment estimates (see excerpt below) (p. 24, Table 4-5).

[9] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 40.
[10] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9

TABLE 4-5: CONSTRUCTION EQUIPMENT FUEL CONSUMPTION ESTIMATES

Activity/Duration	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption (gal. diesel fuel)
Demolition	84	Concrete/Industrial Saws	81	2	8	0.73	946	4,296
		Excavators	158	5	8	0.38	2,402	10,905
		Rubber Tired Dozers	247	3	8	0.40	2,371	10,767
Site Preparation	125	Crawler Tractors	97	4	8	0.37	1,148	7,760
		Rubber Tired Dozers	247	3	8	0.40	2,371	16,022
Grading	130	Crawler Tractors	97	2	8	0.37	574	4,035
		Excavators	158	3	8	0.38	1,441	10,126
		Graders	187	1	8	0.41	613	4,310
		Rubber Tired Dozers	247	1	8	0.40	790	5,554
Building Construction	865	Scrapers	367	2	8	0.48	2,819	131,787
		Cranes	231	1	8	0.29	536	25,058
		Forklifts	89	3	8	0.20	427	19,974
		Generator Sets	84	1	8	0.74	497	23,251
		Tractors/Loaders/Backhoes	97	3	8	0.37	861	40,274
Paving	125	Welders	46	1	8	0.45	166	1,119
		Pavers	130	2	8	0.42	874	5,903
		Paving Equipment	132	2	8	0.36	760	5,137
Architectural Coating	125	Rollers	80	2	8	0.38	486	3,286
							CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)	*329,564*

O3.33 cont.

However, these changes are unsubstantiated as the Energy Analysis fails to provide the source or for the values displayed in the above table. This is incorrect, according to the CalEEMod User's Guide:

> "CalEEMod was also designed to allow the user to change the defaults to reflect site- or project-specific information, when available, provided that the information is supported by substantial evidence as required by CEQA" (emphasis added).[11]

Here, as the SCEA and associated documents fails to provide substantial evidence to support the revised construction equipment horsepower values and load factors, we cannot verify the changes.

These unsubstantiated changes present an issue, as CalEEMod uses horsepower values to calculate emissions associated with off-road construction equipment.[12] By including unsubstantiated changes to the default off-road construction equipment horsepower values, the model may underestimate the Project's construction-related emissions and should not be relied upon to determine Project significance.

[11] CalEEMod Model 2013.2.2 User's Guide, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/usersguideSept2016.pdf?sfvrsn=6, p. 12.
[12] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 32.

Unsubstantiated Changes to Indoor Water Use Rates

Review of the CalEEMod output files demonstrates that the "State Street Village" model includes reductions to the default indoor water use rates (see excerpt below) (Appendix B, pp. 181-182, 222-223, 256-257, 329-330).

Table Name	Column Name	Default Value	New Value
tblWater	IndoorWaterUseRate	47,106,360.52	37,685,088.42
tblWater	IndoorWaterUseRate	4,856,539.40	3,885,231.52
tblWater	IndoorWaterUseRate	1,074,051.56	859,241.25
tblWater	IndoorWaterUseRate	2,171,906.40	1,737,525.12
tblWater	IndoorWaterUseRate	4,856,539.40	3,885,231.52
tblWater	IndoorWaterUseRate	667,774.17	534,219.34
tblWater	IndoorWaterUseRate	2,888,828.34	2,311,062.67

As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[13] According to the "User Entered Comments and Non-Default Data" table, the justification provided for these changes is:

> "20% indoor water reduction to account for CalGreen require pluming fixtures flow rates, which are 20% less than the 2000 data in CalEEMod" (Appendix A, pp. 61, 101; Appendix E, pp. 63).

O3.34

Furthermore, regarding the use of water-efficient fixtures, the SCEA states:

> "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" (p. 104).

However, the SCEA and associated documents fail to provide a source or additional information regarding a 20% water reduction. As such, we cannot verify the revised indoor water use rates.

These unsubstantiated reductions present an issue, as CalEEMod uses indoor water use rates to estimate the amount of wastewater, which has direct emissions of GHGs.[14] By including unsubstantiated reductions to the default indoor water use rates, the model underestimates the Project's water-related operational emissions and should not be relied upon to determine Project significance.

Updated Analysis Indicates a Potentially Significant Air Quality Impact

In an effort to more accurately estimate Project's construction-related emissions, we prepared an updated CalEEMod model, using the Project-specific information provided by the SCEA. In our updated model, we proportionately altered the individual construction phase lengths to match the proposed construction duration and omitted the unsubstantiated reductions to the gas fireplace values, indoor water use rates, and off-road construction equipment horsepower values and load factors.

O3.35

[13] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9
[14] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 44, 45.

Our updated analysis estimates that the Project's construction-related VOC emissions exceed the applicable SCAQMD thresholds of 75 pounds per day ("lbs/day") (see table below).[15]

Construction Model	VOC
SCEA	25.79
SWAPE	117.11
% Increase	354%
SCAQMD Regional Threshold (lbs/day)	**75**
Threshold Exceeds?	**Yes**

O3.35 cont.

As you can see in the excerpt above, the Project's construction-related VOC emissions, as estimated by SWAPE, increase by approximately 354% and exceed the applicable SCAQMD significance threshold. Thus, our model demonstrates that the Project would result in a potentially significant air quality impact that was not previously identified or addressed in the SCEA. As a result, an EIR should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the surrounding environment.

Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

The SCEA fails to mention or evaluate the Project's construction-related or operational toxic air contaminant ("TAC") emissions. Rather, the SCEA concludes that the proposed Project would have a less-than-significant health risk impact, based on a localized significance threshold ("LST") analysis, without conducting a quantified construction or operational health risk analysis ("HRA") (see excerpt below) (p. 118-119, Table AQ-4, Table AQ-5):

O3.36

Table AQ-4: Localized Significance Summary of Construction

On-Site Site Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	63.4	72.1	9.6	5.1
SCAQMD Localized Threshold	224	2,174	14	9
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2021 (Appendix A)

[15] "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at*: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.

Table AQ-5: Localized Significance Summary of Operations

Operational Activity	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	5.25	62.57	0.69	0.69
SCAQMD Localized Threshold	224	2,174	4	3
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2021 (Appendix A)

As demonstrated above, the SCEA concludes that the Project would result in a less-than-significant construction and operational health risk impacts because emissions associated with Project operation and construction would be below SCAQMD's localized significance thresholds. However, the SCEA's evaluation of the Project's potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect for four reasons. **O3.36 cont.**

First, the use of an LST analysis to determine the health risk impacts posed to nearby, existing sensitive receptors as a result of the Project's construction-related and operational toxic air contaminant ("TAC") emissions is incorrect. While the LST method assesses the impact of pollutants at a local level, it only evaluates impacts from criteria air pollutants. According to the *Final Localized Significance Threshold Methodology* document prepared by the SCAQMD, the LST analysis is only applicable to NO_x, CO, PM_{10}, and $PM_{2.5}$ emissions, which are collectively referred to as criteria air pollutants.[16] Because the LST method can only be applied to criteria air pollutants, this method cannot be used to determine whether emissions from TACs, specifically diesel particulate matter ("DPM"), a known human carcinogen, would result in a significant health risk impact to nearby sensitive receptors. As a result, health impacts from exposure to TACs, such as DPM, were not analyzed, thus leaving a gap in the SCEA's analysis.

Second, the SCEA fails to quantitatively evaluate the Project's construction-related and operational TACs or make a reasonable effort to connect these emissions to potential health risk impacts posed to nearby existing sensitive receptors. This is incorrect, as construction of the proposed Project will produce emissions of DPM through the exhaust stacks of construction equipment over a potential construction duration of 43 months (AQIA, p. 25). Furthermore, the SCEA indicates that the proposed land uses are expected to generate approximately 1,866 average daily vehicle trips, which will generate additional exhaust emissions and continue to expose nearby sensitive receptors to DPM emissions (p. 176). However, the SCEA fails to evaluate the potential Project-generated TACs or indicate the concentrations at which such pollutants would trigger adverse health effects. Thus, without making a reasonable effort to connect the Project's construction-related and operational TAC emissions to the potential health risks posed to nearby receptors, the SCEA is inconsistent with CEQA's requirement to correlate the increase in emissions generated by the Project with the potential adverse impacts on human health. **O3.37**

[16] "Final Localized Significance Threshold Methodology." SCAQMD, Revised July 2008, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf.

Third, the SCEA's conclusion is inconsistent with guidance from the Office of Environmental Health Hazard Assessment ("OEHHA"), the organization responsible for providing guidance on conducting HRAs in California, as well as local air district guidelines. OEHHA released its most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* in February 2015. This guidance document describes the types of projects that warrant the preparation of an HRA. The OEHHA document recommends that all short-term projects lasting at least two months be evaluated for cancer risks to nearby sensitive receptors. As the Project's construction duration vastly exceeds the 2-month requirement set forth by OEHHA, it is clear that the Project meets the threshold warranting a quantified HRA under OEHHA guidance. Furthermore, the OEHHA document recommends that exposure from projects lasting more than 6 months be evaluated for the duration of the project and recommends that an exposure duration of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident ("MEIR"). Even though we were not provided with the expected lifetime of the Project, we can reasonably assume that the Project will operate for at least 30 years, if not more. Therefore, we recommend that health risk impacts from Project operation also be evaluated, as a 30-year exposure duration vastly exceeds the 6-month requirement set forth by OEHHA. These recommendations reflect the most recent state health risk policies, and as such, we recommend that an analysis of health risk impacts posed to nearby sensitive receptors from Project-generated DPM emissions be included in an EIR for the Project. **O3.38**

Fourth, by claiming a less than significant impact without conducting a quantified construction or operational HRA for nearby, existing sensitive receptors, the SCEA fails to compare the Project's cumulative excess cancer risk to the applicable SCAQMD numeric threshold of 10 in one million.[17] Thus, pursuant to CEQA and SCAQMD guidance, an analysis of the health risk posed to nearby, existing receptors from Project construction and operation should have been conducted. **O3.39**

Screening-Level Analysis Indicates a Potentially Significant Health Risk Impact

In order to conduct our screening-level risk analysis we relied upon AERSCREEN, which is a screening level air quality dispersion model.[18] The model replaced SCREEN3, and AERSCREEN is included in the OEHHA[19] and the California Air Pollution Control Officers Associated ("CAPCOA")[20] guidance as the appropriate air dispersion model for Level 2 health risk screening analyses ("HRSAs"). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project. **O3.40**

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[17] "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[18] U.S. EPA (April 2011) AERSCREEN Released as the EPA Recommended Screening Model, http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf
[19] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf
[20] CAPCOA (July 2009) Health Risk Assessments for Proposed Land Use Projects, http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf.

In order to estimate the health risk impacts posed to residential sensitive receptors as a result of the Project's construction-related and operational TAC emissions, we prepared a preliminary HRA using the annual PM_{10} exhaust estimates from the CalEEMod output files included in the SCEA. Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life. The SCEA's CalEEMod model indicates that construction activities will generate approximately 623 pounds of DPM over the 1,333-day construction period.[21] The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project construction, we calculated an average DPM emission rate by the following equation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{623.1\ lbs}{1{,}333\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.00245\ g/s}$$

Using this equation, we estimated a construction emission rate of 0.00245 grams per second ("g/s"). Subtracting the 1,333-day construction period from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project's operational DPM for an additional 26.35 years, approximately.[22] The SCEA's operational CalEEMod emissions indicate that operational activities will generate approximately 235 pounds of DPM per year throughout operation. Applying the same equation used to estimate the construction DPM rate, we estimated the following emission rate for Project operation:

O3.40 cont.

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{234.6\ lbs}{365\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.00337\ g/s}$$

Using this equation, we estimated an operational emission rate of 0.00337 g/s. Construction and operational activity was simulated as a 12.25-acre rectangular area source in AERSCREEN with approximate dimensions of 315- by 157-meters. A release height of three meters was selected to represent the height of exhaust stacks on operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution. The population of Redlands was obtained from U.S. 2020 Census data.[23]

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10%.[24] The SCEA indicates that the nearest sensitive receptors are residences 46 feet, or approximately 15 meters, from the Project site (p. 118). However, review of the AERSCREEN output files demonstrates

[21] See Attachment B for calculations.
[22] See Attachment B for calculations.
[23] "Redlands." Data Commons, 2020, *available at*: https://datacommons.org/place/geoId/0659962
[24] "Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised." EPA, 1992, *available at*: http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf; *see also* "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 4-36.

that the maximally exposed individual resident ("MEIR") is located approximately 150 meters from the Project site. Thus, the single-hour concentration estimated by AERSCREEN for Project construction is approximately 2.091 µg/m^3 DPM at approximately 150 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.2091 µg/m^3 for Project construction at the MEIR. For Project operation, the single-hour concentration estimated by AERSCREEN is 2.875 µg/m^3 DPM at approximately 150 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.2875 µg/m^3 for Project operation at the MEIR.

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA. Consistent with the 1,333-day construction schedule included in the Project's CalEEMod output files, the annualized average concentration for Project construction was used for the entire third trimester of pregnancy (0.25 years) and the infantile stage of life (0 – 2 years), as well as the first 1.4 years of the child stage of life; and the annualized averaged concentration for operation was used for the remainder of the 30-year exposure period, which makes up the remaining 12.6 years of the child stage of life, and the entire adult stage of life (16 – 30 years).

O3.40 cont.

Consistent with OEHHA guidance and recommended by the SCAQMD, BAAQMD, and SJVAPCD guidance, we used Age Sensitivity Factors ("ASF") to account for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution.[25, 26, 27] According to this guidance, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant), as well as multiplied by a factor of three during the child stage of life (2 – 16 years). We also included the quantified cancer risk without adjusting for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution in accordance with older OEHHA guidance from 2003. This guidance utilizes a less health protective scenario than what is currently recommended by SCAQMD, the air quality district with jurisdiction over the City, and several other air districts in the state. Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95th percentile breathing rates for infants.[28] Finally, according to SCAQMD guidance, we used a Fraction of Time At

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[25] "Draft Environmental Impact Report (SCEA) for the Proposed The Exchange (SCH No. 2018071058)." SCAQMD, March 2019, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2019/march/RVC190115-03.pdf?sfvrsn=8, p. 4.

[26] "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 56; see also "Recommended Methods for Screening and Modeling Local Risks and Hazards." BAAQMD, May 2011, *available at:* http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx, p. 65, 86.

[27] "Update to District's Risk Management Policy to Address OEHHA's Revised Risk Assessment Guidance Document." SJVAPCD, May 2015, *available at:* https://www.valleyair.org/busind/pto/staff-report-5-28-15.pdf, p. 8, 20, 24.

[28] "Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics 'Hot Spots' Information and Assessment Act," July 2018, *available at:* http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588supplementalguidelines.pdf, p. 16.
"Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

Home ("FAH") Value of 1 for the 3rd trimester and infant receptors.[29] We used a cancer potency factor of 1.1 (mg/kg-day)-1 and an averaging time of 25,550 days. The results of our calculations are shown below.

The Maximally Exposed Individual at an Existing Residential Receptor

Age Group	Emissions Source	Duration (years)	Concentration (ug/m3)	Breathing Rate (L/kg-day)	Cancer Risk (without ASFs*)	ASF	Cancer Risk (with ASFs*)
3rd Trimester	Construction	0.25	0.2091	361	2.84E-07	10	**2.84E-06**
Infant (Age 0 - 2)	Construction	2	0.2091	1090	6.87E-06	10	**6.87E-05**
Child (Age 2 - 16)	*Construction*	*1.40*	*0.2091*	*572*	*2.53E-06*		
	Operation	*12.60*	*0.2875*	*572*	*3.12E-05*		
	Total	14			3.37E-05	3	**1.01E-04**
Adult (Age 16 - 30)	Operation	14	0.2875	261	1.16E-05	1	**1.16E-05**
Lifetime		**30**			**5.25E-05**		**1.84E-04**

* We, along with CARB and SCAQMD, recommend using the more updated and health protective 2015 OEHHA guidance, which includes ASFs.

O3.40 cont.

As demonstrated in the table above, the excess cancer risks for the 3rd trimester of pregnancy, infants, children, and adults at the MEIR located approximately 150 meters away, over the course of Project construction and operation, utilizing ASFs, is approximately 2.84, 68.7, 101, and 11.6 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), utilizing ASFs, is approximately 184 in one million. The infant, child, adult, and lifetime cancer risks exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the SCEA.

Utilizing ASFs is the most conservative, health-protective analysis according to the most recent guidance by OEHHA and reflects recommendations from the air district. Results without ASFs are presented in the table above, although we do not recommend utilizing these values for health risk analysis. Regardless, excess cancer risks for the 3rd trimester of pregnancy, infants, children, and adults at the MEIR located approximately 50 meters away, over the course of Project construction and operation, without ASFs, are approximately 0.284, 6.87, 33.7, and 11.6 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), without ASFs, is approximately 52.5 in one million. While we recommend the use of ASFs, the Project's child, adult, and lifetime cancer risks without ASFs, as

[29] "Risk Assessment Procedures for Rules 1401, 1401.1, and 212." SCAQMD, August 2017, *available at:* http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf, p. 7.

estimated by SWAPE, exceed the SCAQMD threshold of 10 in one million regardless, thus resulting in a potentially significant impact not previously addressed or identified by the SCEA.

An agency must include an analysis of health risks that connects the Project's air emissions with the health risk posed by those emissions. Our analysis represents a screening-level HRA, which is known to be conservative and tends to err on the side of health protection.[30] The purpose of the screening-level construction and operational HRA shown above is to demonstrate the link between the proposed Project's emissions and the potential health risk. Our screening-level HRA demonstrates that construction and operation of the Project could result in a potentially significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Therefore, our screening-level HRA indicates a potentially significant impact, the City should prepare an EIR analysis with an HRA which makes a reasonable effort to connect the Project's air quality emissions and the potential health risks posed to nearby receptors. Thus, the City should prepare an updated, quantified air pollution model as well as an updated, quantified refined health risk analysis which adequately and accurately evaluates health risk impacts associated with both Project construction and operation.

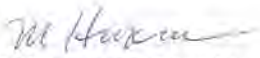
O3.40 cont.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

O3.41

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

[30] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 1-5

RESPONSE TO COMMENT LETTER O3: Lozeau Drury, LLP

Response to Comment O3.1: This comment provides background on the Project and introduces the comment letter. Comment O3.1 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 O3.1 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 O3.2: This comment states that SAFER requests that the Planning Division refrain from taking any action on the Project and SCEA because the SCEA fails to incorporate all feasible mitigation measures from prior EIRs for air quality and hazards and hazardous materials and 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 O3.2 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 O3.2 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 O3.3: This comment provides a summary of the proposed Project description and states that a SCEA has been prepared for the proposed Project pursuant to PRC 21155.2. Comment O3.3 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 O3.3 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 O3.4: 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 O3.4 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 O3.4 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 O3.5: This comment states that 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 required to be applied to the Project. It further states that the SCEA does not adopt multiple feasible mitigation measures from the 2020–2045 RTP/SCS Program EIR. In particular, mitigation measures related to air quality and hazards and hazardous materials were not adopted, including 2020–2045 RTP/SCS Program EIR's MM AQ-1 and MM HAZ-1. As discussed in the SCEA in Section 6.3.4, *Air Quality,* and Section 6.3.9, *Hazards and Hazardous Materials,* impacts related to air quality and hazardous materials would be less than significant with the implementation of standard regulatory requirements. Therefore, pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there is no nexus between mitigation outlined in the 2020-2045 RTP/SCS Program EIR and impacts from the Project on air quality and hazardous materials. Comment O3.5 does not provide evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. The commenter is also referred to Reponses to Comments O2.8 and O2.11. Comment O3.5 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 O3.6: This comment states that the 2020-2045 RTP/SCS EIR MM AQ-1 requires that a project use Tier 4 Final equipment, however, the SCEA does not require Tier 4 equipment to mitigate the Project's air quality impacts. The comment states that rather than apply all feasible mitigation measures, the SCEA claims that compliance with SCAQMD and CARB regulations would be consistent with the 2020-2045 RTP/SCS. As discussed in the SCEA in Section 6.3.4, *Air Quality,* impacts related to air quality would be less

than significant with the implementation of standard regulatory requirements. Therefore, pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there is no nexus between mitigation outlined in the 2020-2045 RTP/SCS Program EIR and impacts from the Project on air quality. Comment O3.6 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 O3.6 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 O3.7: This comment states that the SCEA does not include mitigation measures related to hazards and hazardous materials, specifically regarding potential petroleum contamination related to a former underground storage tank onsite. While the SCEA listed MM HAZ-1 on page 145, MM HAZ-1 is not included as mitigation for hazards and hazardous materials. Based on a typographical error, Threshold D on page 145 will be revised as follows:

> **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 2021). However, the Project site is identified by the State Water Resources Control Board GeoTracker as having a former leaking underground storage tank. In 1987 a leak of diesel fuel associated with an underground storage tank was reported, cleaned up, and reported as closed (SWRCB 2021). As such, the leaking underground storage tank no longer poses a hazard to the public or the environment. However, according to the Phase I ESA, absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. As such, Project-specific ~~MM~~ **PPP** HAZ-1 is included to **outline adherence to California UST Regulations (Title 23, Chapter 16 of the California Code of Regulation).** ~~require the applicant to pay for the removal of any UST that is encountered during construction activities and requires further soil sampling and remediation if potentially impacted soils are encountered~~. With implementation of ~~MM~~ **PPP** HAZ-1, impacts related to existing USTs would be less than significant.
>
> 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.

This revision does not alter any impact significance conclusions as disclosed in the SCEA. As discussed on page 144 of the SCEA, as discussed in the Phase I Environmental Site Assessment, there is potential for multiple USTs to exist onsite due to the past operation of the site as a gas station. Based on a review of historic Sanborn maps, several gas stations existed onsite from approximately 1949 until 1955. No information pertaining to these facilities including the exact location of USTs, installation or removal dates, tank capacity or construction was found during preparation of the Phase I Environmental Site Assessment. Based on the length of time that the subject property had been utilized as a gasoline service station and absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. However, with adherence to mandatory California UST Regulations (Title 23, Chapter 16 of the California Code of Regulation), included as PPP HAZ-1, impacts related to USTs would be less than significant. Therefore, pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there is no nexus between mitigation outlined in the 2020-2045 RTP/SCS Program EIR and impacts from the Project on hazards and hazardous materials, as existing regulations would reduce Project impacts related to USTs. California Code of Regulations Title 23, Chapter 16 is an existing regulation that includes provisions related to corrective action and testing should an unauthorized release of petroleum previously have occurred onsite. Comment O3.7 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 O3.7 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 O3.8: This comment states that the SCEA misconstrues the requirements for a SCEA by not requiring all feasible mitigation measures from a previous EIR. It further states that if any mitigation measure is feasible for the Project, it must be applied to the Project in order for the Project to qualify for a SCEA. The comment concludes that since the SCEA does not incorporate all feasible mitigation from the Program EIR, it is improper and the City must prepare an EIR. The commenter misconstrues the intent of PRC Sections 21155.2 and 21159.28(a). 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. 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. 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. As discussed throughout the SCEA, there are no potentially significant impacts where the City has not chosen an equally effective mitigation measure. Additionally, pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there must be a nexus between required mitigation and environmental impacts from the proposed Project. As demonstrated by Table 5-1 in the SCEA, the City has complied with PRC Sections 21155.2 and 21159.28(a). The commenter is also referred to Responses to Comment O2.8, O2.11, and O3.5. Comment O3.8 does not provide evidence of significant impacts that require the preparation of an EIR or that would require substantial changes to the SCEA. Comment O3.8 will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O3.9: 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. It also provides an introduction to Exhibit B to the comment letter, in which Soil/Water/Air Protection Enterprise ("SWAPE") find that the SCEA failed to properly model the Project's emissions and failed to evaluate the Project's health risk impacts from emissions of diesel particulate matter. Comment O3.9 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 O3.9 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 O3.10: 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 131, 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 112 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 incompliance 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 O3.10 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 O3.10 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 O3.11: The commenter alleges that the SCEA utilizes non-default values in CalEEMod without substantiation. More specifically, the commenter claims five specific areas were changed without substantiation. A response to each of the five claims is as follows:

1. The commenter claims that the construction durations were changed without justification. As noted in the SCEA and underlying technical report, the construction schedule was appropriately modified to correlate with the Project's anticipated opening year of 2026. The commenter provides no evidence that this schedule is inaccurate. If the default CalEEMod number of days were to be used, it would underestimate the time needed to construct the project and would inappropriately result in an earlier opening year.
2. The demolition activity that was modeled includes modeling of up to 23,000 tons of debris associated with the existing buildings and improvements that would be removed to accommodate construction of the Project.

[1] https:// www.arb.ca.gov/ toxics/ compwood/ implementation/ faq.htm# G

3. Given the type of development proposed (multi-family) residential dwelling units stacked in a building, there would be no natural gas or wood burning fireplaces. If any fireplaces are t installed, they would be electric. Thus, the analysis accurately reflects the Project.
4. The Tractors/Backhoes/Loaders were replaced with a similar horsepower and load factor rated Crawler Tractor as a conservative measure. This is due to the fact that in CalEEMod Tractors/Backhoes/Loaders *do not* generate fugitive dust emissions. However, Crawler Tractors generate fugitive dust emissions associated with earthmoving activities. As such, the change to CalEEMod is warranted to ensure that fugitive dust emissions from soil movement is accounted for, and this change is more conservative (i.e., would result in greater emissions) than the model defaults.
5. The SCEA and underlying technical document correctly reduce the indoor watering usage by 20% to account for CalGreen requirements. As stated in the citation by the commenter, the source for this change is clear and substantiated – the default CalEEMod data upon which water use is based on is from year 2000 data and do not account for the reductions associated with CalGreen requirements.

Comment O3.11 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 O3.11 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Response to Comment O3.12: This comment states that SWAPE prepared an updated analysis, which found that the Project would result in a significant air quality impact. As such, the comment states that an EIR should be prepared. The remodeling prepared improperly utilized the inaccurate default construction schedule in CalEEMod. The commenter is referred to Response to Comment O3.11. Comment O3.12 does not provide credible evidence of significant impacts that require the preparation of an EIR or that would require changes to the Public Review SCEA. Comment O3.12 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 O3.13: This comment states that the SCEA fails to mention or evaluate the Project's construction or operational toxic air contaminant (TAC) emissions and did not include a construction or operational health risk assessment. SCAQMD recommends that operational HRAs be conducted only for substantial sources of diesel particulate matter (DPM), such as truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units.

As a mixed use project, the Project would not include significant operational sources of DPM emissions or other TACs. Only diesel delivery trucks would be considered a TAC source, of which the mixed-use Project would generate a limited amount that would not result in a health risk at the nearby residential receptors.

Additionally, the SCEA and underlying technical Air Quality Report evaluates both construction and operational emissions that would be generated by the proposed Project and could affect nearby existing sensitive receptors. SCAQMD does not state that construction based HRAs are required. However, as directed by SCAQMD, the local significance thresholds (LSTs) are used to evaluate potential impacts from particulate matter emissions to sensitive receptors in the Project's vicinity from project construction. As shown on page 119 of the SCEA in Tables AQ-4 and AQ-5, local construction and operational related emissions would not exceed SCAQMD LST thresholds.

A HRA analyzing the Project's construction emissions of diesel particulate matter is not warranted. The primary purpose of an HRA is to determine long-term health risks, such as cancer risks over, for example, a 30-year residency or 70-year lifetime. As discussed in the SCEA, construction of the Project would take less than 5 years. Exposure of such duration would not create long-term health effects to adjacent receptors. Additionally, the City follows SCAQMD guidance for air quality analysis. SCAQMD's HRA procedures

recommend evaluating risk from extended exposures measured across several years and not for short term construction exposures or for infrequent operational exposure to diesel truck deliveries or trash hauling. [2]

Urban Crossroads, Inc. has also reviewed the referenced OEHHA Guidance Manual [3] to determine applicability of the use of early life exposure adjustments to DPM emissions resulting from construction activity.

The commenter contends that an HRA using early life exposure adjustments is required. As set forth above, a construction health risk assessment is not required due to the short-term duration of construction activity (long-term exposure e.g., 9 or 30 years of activity are typically used to generate a risk estimates). Even assuming, for arguments sake, that a HRA was required for construction, the following discussion outlines the substantial evidence to support why early life exposure adjustments are *not* applicable to construction DPM.

For risk assessments conducted under the auspices of *The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588)*, OEHHA applies specific adjustment factors to all carcinogens regardless of purported mechanism of action. Notwithstanding, applicability of AB 2588 is limited to commercial and industrial operations. There are two broad classes of facilities subject to the AB 2588 Program: 1) Core facilities and 2) facilities identified within discrete industry-wide source categories. Core facilities subject to AB 2588 compliance are sources whose criteria pollutant emissions (particulate matter, oxides of sulfur, oxides of nitrogen and volatile organic compounds) are 25 tons per year or more as well as those facilities whose criteria pollutant emissions are 10 tons per year or more but less than 25 tons per year. Industry-wide source facilities are classified as smaller operations with relatively similar emission profiles (e.g., auto body shops, gas stations and dry cleaners using perchloroethylene). The emissions generated from off-road mobile sources are not classified in AB 2588 as core operations nor subject to industry-wide source evaluation.

In comments presented to the South Coast Air Quality Management District (SCAQMD) Governing Board (Meeting Date: June 5, 2015, Agenda No. 28) relating to toxic air contaminant exposures under Rules 1401, 1401.1, 1402 and 212 revisions, use of the OEHHA Guidelines specifically related to the applicability and use of early-life exposure adjustments for projects subject to CEQA, it was reported that[4]:

> "The Proposed Amended Rules are separate from the CEQA significance thresholds. The SCAQMD staff is currently evaluating how to implement the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will evaluate a variety of options on how to evaluate health risks under the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will conduct public workshops to gather input before bringing recommendations to the Governing Board. In the interim, staff will continue to use the previous guidelines for CEQA determinations."

To date, the SCAQMD, as a commenting agency, has not conducted public workshops nor developed policy relating to the application of early-life exposure adjustments utilizing the OEHHA Guidance Manual for projects prepared by other public/lead agencies subject to CEQA.

As a result, it is Urban Crossroads, Inc.'s recommendation that health risk assessments rely upon U.S. EPA documentation when evaluating the use of early life exposure adjustment factors (*Supplemental Guidance for Assessing Susceptibility from Early-Life Exposure to Carcinogens*, EPA/630/R-003F) wherein adjustment factors are only considered when carcinogens act "through the mutagenic mode of action." A mutagen is a physical or chemical agent that changes genetic material, such as DNA, increasing the frequency of mutations to produce carcinogenic effects. The use of adjustment factors is recommended to account for the

[2] SCAQMD. 2015. Risk Assessment (RA) Procedures for Rules 1401 and 212. Accessed July 2017 at http://www.aqmd.gov/home/permits/risk-assessment; SCAQMD. 2016. AB2588 Supplemental Guidelines. Accessed July 2017 at http://www.aqmd.gov/home/regulations/compliance/toxic-hot-spots-ab-2588/health-risk-assessment

[3] http://oehha.ca.gov/air/hot_spots/hotspots2015.html

[4] See Response to Comment #13, Page A-7 and A-8 of the June 5, 2015 board meeting Agenda No. 28. http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2015/2015-jun1-028

susceptibility of producing adverse health effects during early life stages from exposure to these mutagenic compounds.

In 2006, U.S. EPA published a memorandum which provides guidance regarding the preparation of health risk assessments should carcinogenic compounds elicit a mutagenic mode of action (USEPA, 2006[5]). As presented in the technical memorandum, numerous compounds were identified as having a mutagenic mode of action. For diesel particulates, polycyclic aromatic hydrocarbons (PAHs) and their derivatives, which are known to exhibit a mutagenic mode of action, comprise < 1% of the exhaust particulate mass. To date, the U.S. Environmental Protection Agency reports that whole diesel engine exhaust has not been shown to elicit a mutagenic mode of action (USEPA, 2018[6]).

Additionally, the California Department of Toxic Substances Control (DTSC), which is charged with protecting individuals and the environment from the effects of toxic substances and responsible for assessing, investigating and evaluating sensitive receptor populations to ensure that properties are free of contamination or that health protective remediation levels are achieved, has adopted the U.S. EPA's policy in the application of early-life exposure adjustments which is consistent with the methodology considered herein. As such, incorporation of early-life exposure adjustments for exposures to DPM emissions in the quantification of carcinogenic risk for construction of the proposed project is not warranted.

Given that there is no available guidance that has been adopted by SCAQMD for CEQA purposes and the fact that the Project does not emit any pollutants that elicit a primary mutagenic mode of action, the use of the OEHHA guidelines to determine potential construction health risks would not be appropriate and therefore is not recommended by the City at this time. The SCEA correctly evaluates potential impacts, and no further evaluation is technically required. Comment O3.13 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 O3.13 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 O3.14: 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 O3.1 through O3.13 and O3.15 through O3.41, 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. Where revisions are necessary in order to provide clarification to the Public Review Draft SCEA based on typographical errors or in response to comments, these revisions were made and are included in Chapter 3, *Errata,* to this Final SCEA. No further response is warranted.

Response to Comment O3.15: This comment provides a summary of indoor air pollutants. The commenter is referred to the discussion in Response to Comment O3.10. Comment O3.15 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 O3.15 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 O3.16: 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 O3.10. Comment O3.16 does not provide evidence of significant impacts that require the

[5] United States Environmental Protection Agency, 2006. Memorandum – Implementation of the Cancer Guidelines and Accompanying Supplemental Guidance - Science Policy Council Cancer Guidelines Implementation Workgroup Communication II: Performing Risk Assessments that include Carcinogens Described in the Supplemental Guidance as having a Mutagenic Mode of Action.

[6] United States Environmental Protection Agency, National Center for Environmental Assessment, 2018. Integrated Risk Information System (IRIS). Diesel Engine Exhaust.

preparation of an EIR or that would require changes to the Public Review SCEA. Comment O3.16 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 O3.17: 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 O3.10. Furthermore, the commenter significantly overestimates the amount of daily formaldehyde exposure to residents and workers. 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.[7] 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.[8] 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.

The commenter also assumes that the daily exposure level of formaldehyde would be constant for a 45-year period. This significantly overestimates the amount of potential formaldehyde emissions from the Project in several aspects. First, it incorrectly assumes that construction materials would not comply with all applicable regulations. Second, it assumes that formaldehyde emissions from construction materials would remain constant for over 45 years, in fact, they decrease over time.[9] Third, based on the US Bureau of Labor Statistics, the median number of years that wage and salary workers had been with their current employer was 4.1 years in January 2020.[10] The commenter cites no evidence to support the assumption that the Project would employ the same workers consistently for 45 years. Thus, the commenter's assumptions that the employees of the Proposed Project would be exposed to a consistent dose of formaldehyde for 40 hours per week over a period of 45 years is unsubstantiated opinion does not reflect a real-world scenario. By significantly overstating the exposure duration time, the commenter does not provide an accurate assessment of risk exposure. Therefore, the commenter does not provide credible evidence of significant impacts related to indoor air quality.

Moreover, 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 O3.17 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 O3.17 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

[7] American Lung Association, How Your Lungs Get the Job Done, website: https://www.lung.org/blog/how-your-lungs-work, accessed February 2022.

[8] 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 .

[9] US EPA, Questions on Formaldehyde, February 10, 2016, website, https://www.epa.gov/sites/default/files/2016-02/documents/formaldehyde_questions_and_answers_2-16.pdf, accessed February 2022.

[10] United States Bureau of Labor Statistics, News Release, Employee Tenure in 2020, released September 22, 2020, website: https://www.bls.gov/news.release/pdf/tenure.pdf, accessed February 2022.

Response to Comment O3.18: 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 O3.10 and O.3.17. Comment O3.18 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 O3.18 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 O3.19: 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 O3.10 and O3.17. Comment O3.19 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 O3.19 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 O3.20: 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 O3.10 and O3.17. Comment O3.20 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 O3.20 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 O3.21: 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[11]. Comment O3.21 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 O3.21 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 O3.22: This comment provides recommended mitigation measures to minimize impacts to indoor air quality from formaldehyde. As impacts are less than signficant, no mitigation measures are warranted. The commenter is referred to the discussion in Response to Comment O3.10 and O3.17. Comment O3.22 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 O3.22 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 O3.23: This comment provides recommended mitigation measures for outdoor air ventilation. As impacts are less than signficant, no mitigation measures are warranted. The commenter is referred to the discussion in Response to Comment O3.10 and O3.17. Comment O3.23 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 O3.23 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 O3.24: 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

[11] https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section1201requirementsforventilationandindoorairquality.htm)

Standards Section 120.1[12]. Comment O3.24 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 O3.24 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 O3.25: This comment provides an introduction to SWAPE's review of the SCEA and includes a summary of the Project Description. Additionally, the comment states that the SCEA fails to adequately evaluate the Project's hazards and hazardous materials, air quality, and health risk impacts and emissions and health risk impacts are underestimated within the SCEA. The comment concludes that an EIR should be prepared for the Project. Comment O3.25 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 O3.25 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 O3.26: This comment states that the SCEA does not include mitigation measures related to hazards and hazardous materials, specifically regarding potential petroleum contamination related to a former underground storage tank onsite. While the SCEA listed MM HAZ-1 on page 145, MM HAZ-1 is not included as mitigation for hazards and hazardous materials. Based on a typographical error, Threshold D on page 145 will be revised as follows:

> **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 2021). However, the Project site is identified by the State Water Resources Control Board GeoTracker as having a former leaking underground storage tank. In 1987 a leak of diesel fuel associated with an underground storage tank was reported, cleaned up, and reported as closed (SWRCB 2021). As such, the leaking underground storage tank no longer poses a hazard to the public or the environment. However, according to the Phase I ESA, absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. As such, Project-specific ~~MM~~ **PPP** HAZ-1 is included to **outline adherence to California UST Regulations (Title 23, Chapter 16 of the California Code of Regulation).** ~~require the applicant to pay for the removal of any UST that is encountered during construction activities and requires further soil sampling and remediation if potentially impacted soils are encountered~~. With implementation of ~~MM~~ **PPP** HAZ-1, impacts related to existing USTs would be less than significant.
>
> 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.

This revision does not alter any impact significance conclusions as disclosed in the SCEA. As discussed on page 144 of the SCEA, as discussed in the Phase I Environmental Site Assessment, there is potential for multiple USTs to exist onsite due to the past operation of the site as a gas station. Based on a review of historic Sanborn maps, several gas stations existed onsite from approximately 1949 until 1955. No information pertaining to these facilities including the exact location of USTs, installation or removal dates, tank capacity or construction was found during preparation of the Phase I Environmental Site Assessment. Based on the length of time that the subject property had been utilized as a gasoline service station and absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. However, with adherence to

[12] https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section1201requirementsforventilationandindoorairquality.htm)

California UST Regulations (Title 23, Chapter 16 of the California Code of Regulation), included as PPP HAZ-1, impacts related to USTs would be less than significant. Therefore, pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there is no nexus between mitigation outlined in the 2020-2045 RTP/SCS Program EIR and impacts from the Project on hazards and hazardous materials as existing regulations would reduce Project impacts related to USTs. California Code of Regulations Title 23, Chapter 16 is an existing regulation that includes provisions related to corrective action and testing should a unauthorized release of petroleum previously have occurred onsite.

The comment further provides a discussion from the AEP CEQA Portal Topic Paper on mitigation measures which states that a good practice is to include project design features(s) that address environmental impacts in the Mitigation Monitoring and Reporting Program (MMRP). The comment states that PPP HAZ-1 is not formally included as a mitigation measure and the commenter cannot guarantee that it would be implemented, monitored, and enforced on the Project site and states that a mitigation measure should be included which requires the Applicant to pay for the removal of any UST that is encountered during construction activities and require further soil sampling if potentially impacted soils are encountered. As discussed in Chapter 4, *MMRP*, to the Final SCEA, PPP HAZ-1 is included in the MMRP and therefore it is guaranteed that it would be implemented, monitored, and enforced. Furthermore, mitigation language related to the removal of any UST that is encountered and further soil sampling if potentially impacted soils are encountered is unnecessary as pursuant to PPP HAZ-1 and California Code of Regulations Title 23, Chapter 16, the Project Applicant would be required to pay for the removal of any onsite USTs should any be uncovered and would be required to provide additional soil testing should any unauthorized release of hazardous materials have occurred from the USTs.

The comment concludes by stating that a Phase II ESA should be prepared to investigate the potential that contaminated soils remain on the Project site that are associated with the former USTs. However, the Project site's parking areas are continually in use for parking and, therefore, it is infeasible to conduct Phase II testing prior to the Project being approved and construction commencing. Additionally, PPP HAZ-1 provides for soil testing as needed should any potentially contaminated soils or USTs be uncovered during construction. Any soil testing necessary would be conducted with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside County Environmental Health Division, South Coast Air Quality Management District, and/or other regulatory agencies, if necessary. Comment O3.26 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 O3.26 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 O3.27: This comment states that no Phase I ESA was conducted on the parcels of land south of Citrus Avenue and that the Phase I included in the SCEA only covers the portion of the Project site north of Citrus Avenue. Therefore, the comment states that the SCEA is unreliable for purposes of disclosure for any hazards and hazardous material impacts on the Project site south of Citrus Avenue and an EIR should be prepared. While the Phase I ESA included in the SCEA as Appendix F did not explicitly include the parcels south of Citrus Avenue, it did analyze potential hazards related to these parcels and conducted research related to the parcels. As discussed on page 17 of the Phase I ESA, "GTE located at 11 S. 4th Street is listed in LUST, UST, CA FID UST, SWEEPS UST and EMI databases. According to the records the soil at this site was impacted by diesel fuel and the case was subsequently closed in June 27, 1988". Based on the closed status of the cases, the property listing was not expected to represent a significant environmental concern. This is further discussed under threshold 6.3.9(d) on page 145 of the SCEA. As such, potential impacts related to development of the southern portion of the Project site are adequately disclosed in the SCEA. Comment O3.27 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 O3.27 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 O3.28: The commenter alleges that the SCEA utilizes non-default values in CalEEMod without substantiation that necessitate revisions to the SCEA, the commenter provides more detailed comments after this statement and this comment merely serves as an introduction. Comment O3.28 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 O3.28 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 O3.29: This comment alleges that the SCEA is not consistent with the information disclosed in the Air Quality Impact Analysis and Greenhouse Gas Analysis (Appendices A and E to the SCEA), however the comment does not provide any specific comments to support this allegation. Comment O3.29 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 O3.29 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 O3.30: The commenter claims that the construction durations were changed without justification. As noted in the SCEA and underlying technical report, the construction schedule was appropriately modified to correlate with the Project's anticipated opening year of 2026. The commenter provides no evidence that this schedule is inaccurate. If the default CalEEMod number of days were to be used, it would underestimate the time needed to construct the project and would inappropriately result in an earlier opening year. Comment O3.30 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 O3.30 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 O3.31: The comment claims that the hauling defaults for construction were changed without justification. The demolition activity that was modeled includes modeling of up to 23,000 tons of debris associated with the existing buildings and improvements that would be removed to accommodate construction of the Project. Comment O3.31 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 O3.31 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 O3.32: The comment states that the changes to the gas fireplace values in CalEEMod were changed. Given the type of development proposed (multi-family) residential dwelling units stacked in a building, there would be no natural gas or wood burning fireplaces. Thus, the analysis accurately reflects the Project If any fireplaces are installed, they would be electric. Comment O3.32 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 O3.32 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 O3.33: This comment states that default off-road construction equipment horsepower and load factors were improperly changed. The Tractors/Backhoes/Loaders were replaced with a similar horsepower and load factor rated Crawler Tractor as a conservative measure. This is due to the fact that in CalEEMod Tractors/Backhoes/Loaders do not generate fugitive dust emissions. However, Crawler Tractors generate fugitive dust emissions associated with earthmoving activities. As such, the change to CalEEMod is warranted to ensure that fugitive dust emissions from soil movement is accounted for and this change is more conservative than the model defaults. Comment O3.33 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 O3.33 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 O3.34: This comment states that default indoor water use rates were improperly changed. The SCEA and underlying technical document correctly reduce the indoor watering usage by 20% to account for CalGreen requirements. As stated in the citation by the commenter, the source for this change is clear and substantiated. The default CalEEMod data upon which water use is based on is from year 2000 data and does not account for the reductions associated with CalGreen requirements. Comment O3.34 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 O3.34 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 O3.35: This comment states that SWAPE prepared an updated CalEEMod model, which changed CalEEMod inputs to all defaults. The comment states that the updated analysis shows that emissions would exceed the applicable SCAQMD thresholds. As substantiated in Response to Comments O3.30 through O3.34, the CalEEMod defaults were properly changed to reflect Project conditions, and the Air Quality Impact Analysis in Appendix A was properly conducted. As such, the less that significant conclusions presented in Section 6.3.3 of the SCEA are accurate. Comment O3.34 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 O3.34 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 O3.36: This comment states that the SCEA fails to mention or evaluate the Project's construction and operational TAC emissions. The commenter is referred to the discussion in Response to Comment O3.13. Comment O3.36 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 O3.36 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 O3.37: This comment states that the SCEA fails to quantitatively evaluate the Project's construction and operational TACs and states that the SCEA is inconsistent with CEQA's requirement to correlate the increase in emissions generated by the Project with the potential adverse impacts on human health. The commenter is referred to the discussion in Response to Comment O3.13. Comment O3.37 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 O3.37 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 O3.38: This comment states that the SCEA's conclusion is inconsistent with guidance from OEHHA regarding the need for a construction health risk assessment. The commenter is referred to the discussion in Response to Comment O3.13. Comment O3.38 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 O3.38 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 O3.39: This comment states that the SCEA fails to compare the Project's cumulative cancer risk to the applicable SCAQMD thresholds. The commenter is referred to the discussion in Response to Comment O3.13. Comment O3.39 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 O3.39 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 O3.40: This comment states that SWAPE calculated the excess cancer risk for the Project's maximally exposed individual resident using applicable HRA methodologies prescribed by OEHHA and found that cancer risks exceed the SCAQMD threshold of 10 in one million. The comment states that the City should prepare an EIR analysis with a HRA to connect the Project's air quality emissions and potential

health risks posed to nearby receptors. The commenter is referred to the discussion in Response to Comment O3.13.

The commenter's screening level analysis and related technical appendices were carefully reviewed for purposes of considering the potential of the Project to result in health risk impacts. Based on this evaluation, methodological flaws were identified that undermine the accuracy of the commenter's results. A key limitation with the commenter's analysis is that it relied on a "screening level" model to evaluate health risks. A screening level analysis can be appropriate to assess whether more detailed, refined modeling assessment is needed. Screening models typically relay on rough, very conservative assumptions to check if a project could cause a significant health impact. If, based on the screening, there is a potential for a significant impact, then no additional analysis is required. In this way, screening models can help save time and money by eliminating the need for some projects to complete more expensive, time-consuming dispersion modeling. Page 4-25 of *The Air Toxic Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* states, "screening models are normally used when no representative meteorological data are available and may be used as a preliminary estimate to determine if a more detailed assessment is warranted."

As noted above, screening level results that show a potential significant impact are only relevant to the extent that they demonstrate that the commenter should have then conducted additional analysis using a refined model, AERMOD. As discussed in the Response to Comment O3.13, the commenter's screening level analysis was not performed in accordance with requirements included in SCAQMD's methodology and OEHHA's guidance. The analysis also did not account for the following: (1) site-specific conditions; (2) use of a refined dispersion model; and (3) use of SCAQMD-mandated meteorological data from the closest/most representative meteorological monitoring site within the Project area. Furthermore, the commenter inappropriately assumes construction emissions occur over a 24-hour period and incorrectly construe PM10 emissions from operational activities as operational diesel particulate matter, which leads to the analysis grossly overestimating potential health risk impacts. If the commenter's analysis accounted for the guidance and data discussed above, then the results would have been substantially less. Therefore, Comment O3.40 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 O3.40 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 O3.41: This comment states that the commenter has received limited discovery regarding the Project, additional information may become available in the future; and the commentor retains the right to revise or amend this report when additional information becomes available. The comment also states that the comments reflect efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties. Comment O3.41 is general 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 O3.41 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

2. Errata to the State Street Village 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 6.3.7, Geology and Soils

Mitigation Measure PAL-1, on page 138 will be revised as follows:

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** ~~selected from the roll of qualified paleontologists maintained by the County~~, 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.

Section 6.3.9, Hazards and Hazardous Materials

Threshold d on page 145 will be revised as follows:

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 2021). However, the Project site is identified by the State Water Resources Control Board GeoTracker as having a former leaking underground storage tank. In 1987 a leak of diesel fuel associated with an underground storage tank was reported, cleaned up, and reported as closed (SWRCB 2021). As such, the leaking underground storage tank no longer poses a hazard to the public or the environment. However, according to the Phase I ESA, absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. As such, Project-specific ~~MM~~ **PPP** HAZ-1 is included to **outline adherence to California UST Regulations (Title 23, Chapter 16 of the California Code of Regulation).** ~~require the applicant to pay for the removal of any UST that is encountered during construction activities and requires further soil sampling and remediation if potentially impacted soils are encountered~~. With implementation of ~~MM~~ **PPP** HAZ-1, impacts related to existing USTs would be less than significant.

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.

Section 6.3.11, Land Use and Planning

Table LU-1 on page 164 is revised as follows:

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 mostly vacant Redlands Mall with a multi-use development. As discussed in Section 6.3.9, *Hazards*, there is potential for multiple underground storage tanks (UST) to exist onsite due to the past operation of the site as a gas station. Based on a review of historic Sanborn maps, several gas stations existed onsite from approximately 1949 until 1955. No information pertaining to these facilities including the exact location of USTs, installation or removal dates, tank capacity or construction was found during preparation of the Phase I Environmental Site Assessment. Based on the length of time that the subject property had been utilized as a gasoline service station, and absent the data confirming whether a release had occurred following the removal of any USTs, it is possible that petroleum hydrocarbons may have impacted the subsurface soils of the subject property. As such, **PPP** ~~Project-specific MM~~ HAZ-1 is included to **outline California UST regulations that must be complied with** ~~require the applicant to pay for the removal of~~ **if** any UST that is encountered during construction activities ~~and requires further soil sampling and remediation if potentially impacted soils are encountered~~. With implementation of **PPP** ~~MM~~ HAZ-1, impacts related to existing USTs would be less than significant.

January 27, 2022

Mr. Michael Morris
Village Partners
4340 Von Karman Ave., Ste 110
Newport Beach, CA 92660

SUBJECT: STATE STREET VILLAGE – REDLANDS TRIP GENERATION EVALUATION

Dear Mr. Michael Morris:

Urban Crossroads, Inc. is pleased to provide the following Trip Generation Evaluation for State Street Village – Redlands development (**Project**), which is bounded by Redlands Boulevard, Orange Street, Citrus Avenue, and Eureka Street in the City of Redlands (see Exhibit 1 for preliminary site plan). The purpose of this trip generation evaluation is to demonstrate the proposed Project is anticipated to generate fewer trips with the trip generation rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) as compared to the trip generation evaluated in the State Street Village – Redlands Traffic Analysis (**Traffic Analysis**) prepared by Urban Crossroads on November 10, 2021.

PROJECT OVERVIEW

The site is occupied by the Redlands Mall, which is currently vacant, in conjunction with a CVS Pharmacy, Union Bank, and Denny's restaurant (which were operational at the time the driveway counts were conducted for existing uses). The mall site is proposed to be redeveloped with mixed-use buildings with housing over retail, restaurants, and other services. The Project includes multi-family residential units, ground-floor retail space, office space, a roof top restaurant, a recreational building limited to residents, a drug store, and public open space areas. The Project's restaurant uses include quality restaurant and high turnover (sit down) restaurant, as well as either fast casual restaurant or fast-food restaurant without drive-through window. As the applicant was not at the time certain which, the Traffic Analysis conservatively assumed only fast-food restaurant use, as it would generate more trips. The Project would also develop three parking garages/structures.

Since the time this Project has been scoped with the lead agency and following the commencement of the operations analysis contained within the **Traffic Analysis**, the site plan square footages have been modified. The Project now includes 700 multifamily dwelling units, 71,778 SF of ground-floor retail, approximately 12,328 SF of office space, amenity areas, a community building, and a 1,721 SF rooftop restaurant space with a rooftop deck. A 14,500 SF drugstore with drive through and surface parking lot is proposed for the area south of Citrus Avenue. The Projects restaurant uses include quality restaurant and high turnover (sit down) restaurant, and fast casual restaurant, but not fast-food restaurant without drive-through window.

PROPOSED PROJECT TRIP GENERATION (10TH EDITION)

This section presents the trips estimated to be generated by the Project as evaluated in the **Traffic Analysis**. The trip generation, as previously evaluated, is based upon information collected by the ITE as provided in their Trip Generation Manual (10th Edition, 2017). The trip generation rates are provided on Table 1 and trip generation summary is provided on Table 2. As shown on Table 2, the Project is anticipated to generate a net total of approximately 5,584 two-way trips per day with 770 AM peak hour trips and 536 PM peak hour trips with the ITE Trip Generation Manual (10th Edition, 2017) rates.

TABLE 1: ITE TRIP GENERATION RATES (10TH EDITION)

Land Use[1]	ITE Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Multifamily Housing (Mid-Rise)	221	DU	0.09	0.27	0.36	0.27	0.17	0.44	5.44
Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
Shopping Center[3]	820	TSF	2.65	1.63	4.28	3.31	3.58	6.89	80.51
Pharmacy/Drugstore w/Drive-Thru window	881	TSF	2.04	1.80	3.84	5.15	5.14	10.29	109.16
Quality Restaurant	931	TSF	0.37	0.36	0.73	5.23	2.57	7.80	83.84
High Turnover (Sit-Down) Restaurant	932	TSF	5.47	4.47	9.94	6.06	3.71	9.77	112.18
Fast-Food Restaurant without Drive-Through Window	933	TSF	15.06	10.04	25.10	14.17	14.17	28.34	346.23

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

[2] DU = Dwelling Units; TSF = thousand square feet

[3] Regression equation utilized to determine the trip generation rates as opposed to average trip rates.

TABLE 2: PROJECT TRIP GENERATION SUMMARY (10TH EDITION)

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Residential Land Use									
Multifamily Housing (Mid-Rise)	723	DU	68	193	260	194	124	318	3,934
Internal Capture:			-4	-41	-45	-87	-46	-133	-1,646
Multifamily Housing (Mid-Rise) Subtotal:			*64*	*152*	*215*	*107*	*78*	*185*	*2,288*
Retail Land Use									
Shopping Center	39.000	TSF	103	64	167	129	140	269	3,140
Internal Capture:			-9	-9	-17	-82	-78	-161	-1,878
Pass-By (34% PM/Daily):			0	0	0	-21	-21	-42	-430
Pharmacy/Drugstore w/Drive-Thru window	14.500	TSF	30	26	56	75	75	149	1,584
Internal Capture:			-4	-4	-9	-42	-40	-81	-862
Pass-By (49% PM/Daily):			0	0	0	-17	-17	-34	-778
Retail Subtotal:			*120*	*77*	*197*	*42*	*59*	*100*	*776*
Restaurant Land Use									
Quality Restaurant	2.200	TSF	1	1	2	11	6	17	186
Internal Capture:			0	-1	-1	-2	-1	-3	-36
Pass-By (41% PM/Daily):			0	0	0	-2	-2	-4	-62
High Turnover (Sit-Down) Restaurant	16.000	TSF	87	72	159	97	59	156	1,796
Internal Capture:			-12	-4	-16	-21	-32	-53	-608
Pass-By (43% PM/Daily):			0	0	0	-12	-12	-24	-512
Fast-Food Restaurant without Drive-Through Window	16.000	TSF	241	161	402	227	227	454	5,540
Internal Capture:			-40	-12	-52	-67	-101	-168	-2,054
Pass-By (49% AM; 50% PM/Daily):			-73	-73	-146	-63	-63	-126	-1,744
Restaurant Subtotal:			*203*	*144*	*347*	*161*	*78*	*239*	*2,418*
Office Land Use									
General Office	12.222	TSF	12	2	14	2	12	14	120
Internal Capture:			-2	-1	-3	0	-2	-2	-18
Office Subtotal:			*10*	*1*	*11*	*2*	*10*	*12*	*102*
Project Buildout Total:			396	374	770	312	225	536	5,584

[1] DU = Dwelling Units; TSF = thousand square feet

PROPOSED PROJECT TRIP GENERATION (11TH EDITION)

The ITE recently released their Trip Generation Manual (11th Edition, 2021). In addition, the proposed Project has been modified since the completion of the **Traffic Analysis** as described above.

The trip generation rates (11th Edition) for the proposed Project are provided on Table 3 (the ITE 11th Edition refers to Quality Restaurant as Fine Dining; however, these uses are the same). As shown on Table 4, the Project is anticipated to generate a net total of approximately 5,584 two-way trips per day with 770 AM peak hour trips and 536 PM peak hour trips with the ITE Trip Generation Manual (11th Edition, 2021) rates.

TABLE 3: ITE TRIP GENERATION RATES (11TH EDITION)

Land Use[1]	ITE Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Multifamily Housing (Mid-Rise)	221	DU	0.09	0.28	0.37	0.24	0.15	0.39	4.54
Office	710	TSF	1.34	0.18	1.52	0.24	1.20	1.44	10.84
Strip Retail Plaza	822	TSF	1.42	0.94	2.36	3.45	3.44	6.89	54.45
Pharmacy/Drugstore w/Drive-Thru window	881	TSF	1.94	1.80	3.74	5.13	5.12	10.25	108.40
Fine Dining Restaurant	931	TSF	0.37	0.36	0.73	5.23	2.57	7.80	83.84
High Turnover (Sit-Down) Restaurant	932	TSF	5.26	4.31	9.57	5.52	3.53	9.05	107.20
Fast Casual Restaurant	930	TSF	0.72	0.71	1.43	6.28	6.27	12.55	97.14

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] DU = Dwelling Units; TSF = thousand square feet

[3] Regression equation utilized to determine the trip generation rates as opposed to average trip rates.

TABLE 4: PROJECT TRIP GENERATION SUMMARY (11TH EDITION)

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Residential Land Use									
Multifamily Housing (Mid-Rise)	700	DU	63	196	259	168	105	273	3,178
Internal Capture:			-4	-25	-29	-77	-43	-120	-1,398
Multifamily Housing (Mid-Rise) Subtotal:			*59*	*171*	*230*	*91*	*62*	*153*	*1,780*
Retail Land Use									
Strip Retail Plaza	35.889	TSF	51	252	303	124	123	247	1,956
Internal Capture:			-4	-21	-26	-53	-59	-112	-888
Pass-By (34% PM/Daily):			0	0	0	-22	-22	-44	-364
Pharmacy/Drugstore w/Drive-Thru window	14.500	TSF	28	26	54	74	74	148	1,572
Internal Capture:			-4	-17	-20	-42	-48	-90	-958
Pass-By (49% PM/Daily):			0	0	0	-13	-13	-26	-772
Retail Subtotal:			*71*	*240*	*311*	*68*	*55*	*123*	*546*
Restaurant Land Use									
Quality Restaurant	1.721	TSF	1	1	2	9	4	13	146
Internal Capture:			0	-1	-1	-3	-2	-5	-52
Pass-By (41% PM/Daily):			0	0	0	-1	-1	-2	-40
High Turnover (Sit-Down) Restaurant	17.945	TSF	94	77	171	99	63	162	1,924
Internal Capture:			-30	-6	-35	-40	-50	-90	-1,074
Pass-By (43% PM/Daily):			0	0	0	-5	-5	-10	-366
Fast Casual Restaurant	17.945	TSF	13	13	26	113	113	226	1,744
Internal Capture:			-29	-5	-35	-39	-50	-89	-686
Pass-By (49% AM; 50% PM/Daily):			-4	-4	-8	-32	-32	-64	-530
Restaurant Subtotal:			*44*	*75*	*119*	*96*	*39*	*135*	*1,012*
Office Land Use									
General Office	12.328	TSF	17	2	19	3	15	18	134
Internal Capture:			-4	-1	-5	-3	-4	-7	-54
Office Subtotal:			*13*	*1*	*14*	*0*	*11*	*11*	*80*
Project Buildout Total:			**187**	**487**	**674**	**255**	**167**	**422**	**3,418**

[1] DU = Dwelling Units; TSF = thousand square feet

TRIP GENERATION COMPARISON

As shown in Table 5, the development of the proposed Project with the ITE Trip Generation Manual (11th Edition, 2021) is anticipated to generate 2,150 fewer two-way trips per day with 96 fewer AM peak hour trips and 112 fewer PM peak hour trips as compared to the trip generation evaluated in the **Traffic Analysis**.

TABLE 5: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Proposed Project (10th Edition)	396	374	770	311	224	534	5,568
Proposed Project (11th Edition)	187	487	674	255	167	422	3,418
Variance	**-209**	**113**	**-96**	**-56**	**-57**	**-112**	**-2,150**

[1] Based on existing driveway counts observed for the existing land uses.

CONCLUSION

Since the trip generation comparison shows that the proposed Project is anticipated to generate fewer trips with the trip generation rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) as compared to the trip generation evaluated in the **Traffic Analysis**, additional traffic operations analysis is not required for this Project as the previously evaluated traffic analysis assumes a more conservative trip generation. The **Traffic Analysis** therefore represents a conservative analysis.

If you have any questions, please contact me directly at (949) 336-5992.

Respectfully submitted,
URBAN CROSSROADS, INC.

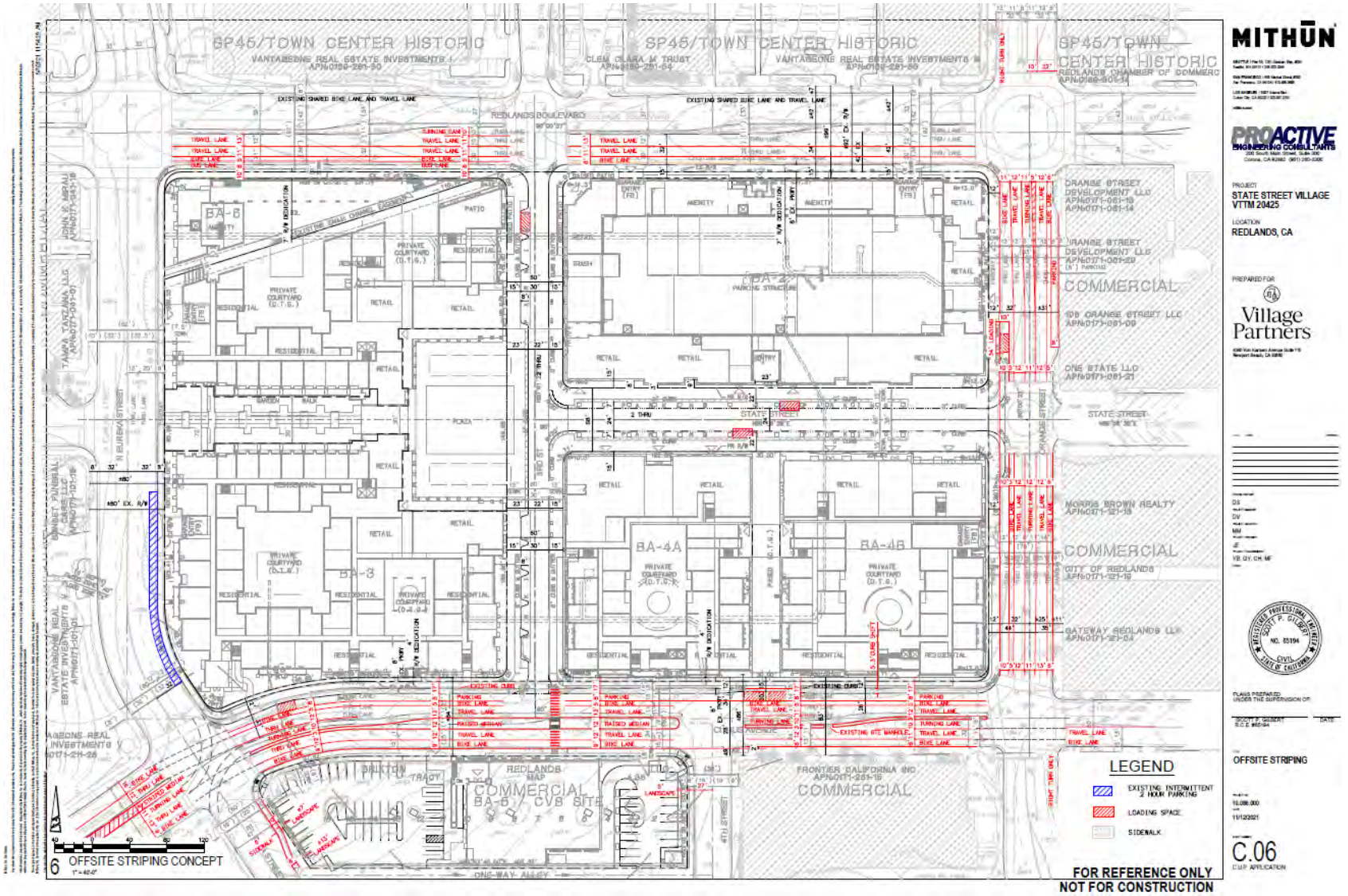


Jose Alire, P.E.
Senior Traffic Engineer



Robert Vu, P.E.
Transportation Engineer

EXHIBIT 1: PRELIMINARY SITE PLAN



January 27, 2022

Mr. Michael Morris
Village Partners
4340 Von Karman Ave., Ste 110
Newport Beach, CA 92660

SUBJECT: STATE STREET VILLAGE – REDLANDS TRIP GENERATION EVALUATION

Dear Mr. Michael Morris:

Urban Crossroads, Inc. is pleased to provide the following Trip Generation Evaluation for State Street Village – Redlands development (**Project**), which is bounded by Redlands Boulevard, Orange Street, Citrus Avenue, and Eureka Street in the City of Redlands (see Exhibit 1 for preliminary site plan). The purpose of this trip generation evaluation is to demonstrate the proposed Project is anticipated to generate fewer trips with the trip generation rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) as compared to the trip generation evaluated in the State Street Village – Redlands Traffic Analysis (**Traffic Analysis**) prepared by Urban Crossroads on November 10, 2021.

PROJECT OVERVIEW

The site is occupied by the Redlands Mall, which is currently vacant, in conjunction with a CVS Pharmacy, Union Bank, and Denny's restaurant (which were operational at the time the driveway counts were conducted for existing uses). The mall site is proposed to be redeveloped with mixed-use buildings with housing over retail, restaurants, and other services. The Project includes multi-family residential units, ground-floor retail space, office space, a roof top restaurant, a recreational building limited to residents, a drug store, and public open space areas. The Project's restaurant uses include quality restaurant and high turnover (sit down) restaurant, as well as either fast casual restaurant or fast-food restaurant without drive-through window. As the applicant was not at the time certain which, the Traffic Analysis conservatively assumed only fast-food restaurant use, as it would generate more trips. The Project would also develop three parking garages/structures.

Since the time this Project has been scoped with the lead agency and following the commencement of the operations analysis contained within the **Traffic Analysis**, the site plan square footages have been modified. The Project now includes 700 multifamily dwelling units, 71,778 SF of ground-floor retail, approximately 12,328 SF of office space, amenity areas, a community building, and a 1,721 SF rooftop restaurant space with a rooftop deck. A 14,500 SF drugstore with drive through and surface parking lot is proposed for the area south of Citrus Avenue. The Projects restaurant uses include quality restaurant and high turnover (sit down) restaurant, and fast casual restaurant, but not fast-food restaurant without drive-through window.

PROPOSED PROJECT TRIP GENERATION (10TH EDITION)

This section presents the trips estimated to be generated by the Project as evaluated in the **Traffic Analysis**. The trip generation, as previously evaluated, is based upon information collected by the ITE as provided in their Trip Generation Manual (10th Edition, 2017). The trip generation rates are provided on Table 1 and trip generation summary is provided on Table 2. As shown on Table 2, the Project is anticipated to generate a net total of approximately 5,584 two-way trips per day with 770 AM peak hour trips and 536 PM peak hour trips with the ITE Trip Generation Manual (10th Edition, 2017) rates.

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Project Buildout Total:			**187**	**487**	**674**	**255**	**167**	**422**	**3,418**

[1] DU = Dwelling Units; TSF = thousand square feet

TRIP GENERATION COMPARISON

As shown in Table 5, the development of the proposed Project with the ITE Trip Generation Manual (11th Edition, 2021) is anticipated to generate 2,150 fewer two-way trips per day with 96 fewer AM peak hour trips and 112 fewer PM peak hour trips as compared to the trip generation evaluated in the **Traffic Analysis**.

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Variance	**-209**	**113**	**-96**	**-56**	**-57**	**-112**	**-2,150**

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CONCLUSION

Since the trip generation comparison shows that the proposed Project is anticipated to generate fewer trips with the trip generation rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) as compared to the trip generation evaluated in the **Traffic Analysis**, additional traffic operations analysis is not required for this Project as the previously evaluated traffic analysis assumes a more conservative trip generation. The **Traffic Analysis** therefore represents a conservative analysis.

If you have any questions, please contact me directly at (949) 336-5992.

Respectfully submitted,
URBAN CROSSROADS, INC.

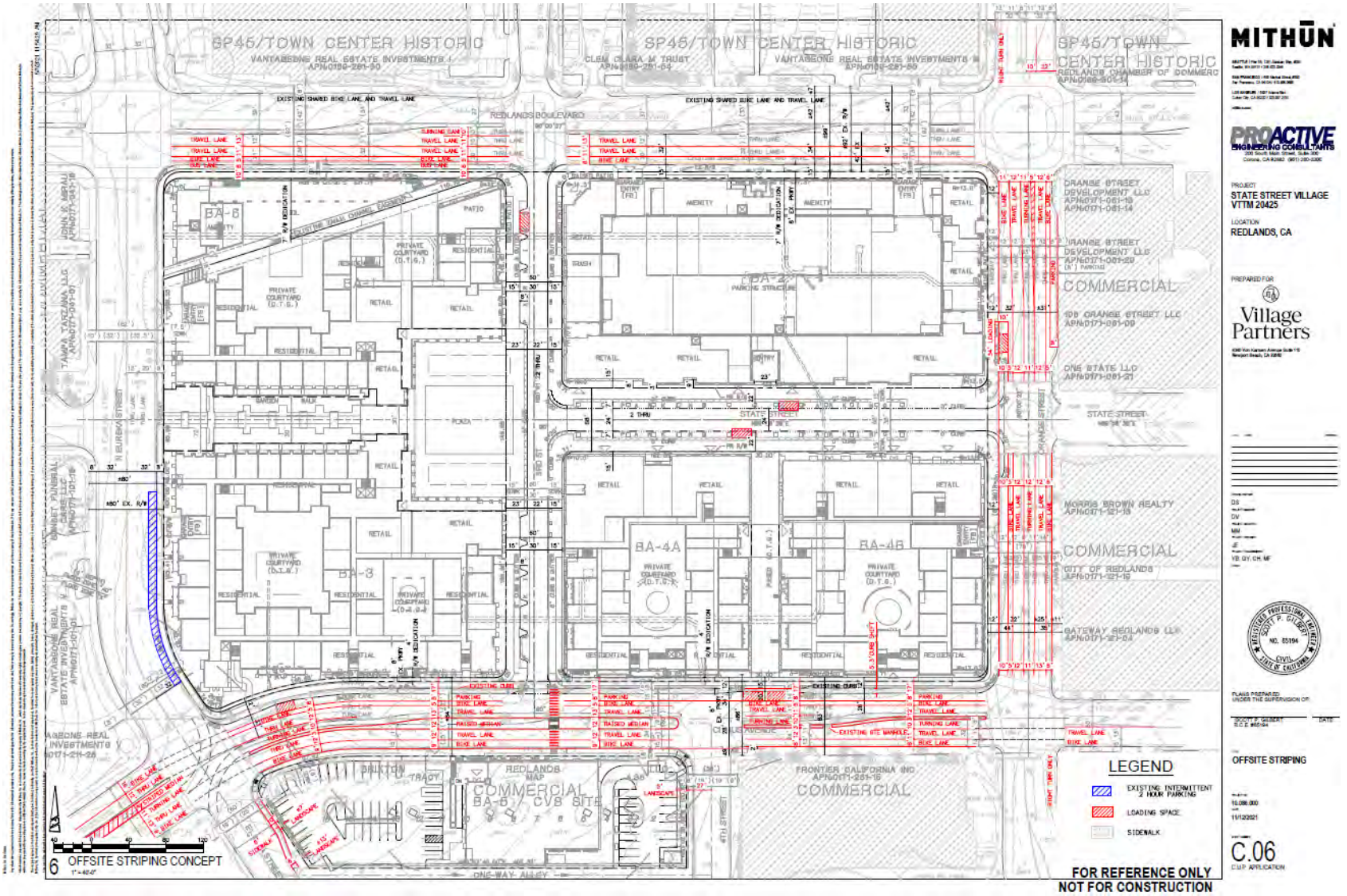


Jose Alire, P.E.
Senior Traffic Engineer



Robert Vu, P.E.
Transportation Engineer

EXHIBIT 1: PRELIMINARY SITE PLAN



RESOLUTION NO. 1574

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDLANDS RECOMMENDING THAT THE CITY COUNCIL ADOPT THE INITIAL STUDY AND SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) DOCUMENT PREPARED FOR THE PROPOSED STATE STREET VILLAGE MIXED USE PROJECT.

WHEREAS, Village Partners Ventures, LLC ("Applicant"), has submitted an application for General Plan Amendment No. 142 to amend the General Plan land use designation of 1.1 acres from Public/Institutional to Commercial located at the southeast corner of West Citrus Avenue and Eureka Street for the proposed project (APNs: 0171-251-06-0000, 0171-251-07-0000, 0171-251-08-0000, 0171-251-09-0000, 0171-251-10-0000); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1155 and Commission Review & Approval No. 933 to construct a mixed use project with 700 dwelling units and a total of 84,106 square-feet of commercial floor area on approximately 11.15 acres located at the southwest corner of Orange Street and Redlands Boulevard (APNs: 0171-053-01-0000, 0171-053-02-0000, 0171-053-03-0000, 0171-053-04-0000, 0171-053-05-0000, 0171-053-06-0000); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1156 and Commission Review & Approval No. 934 to construct a 14,500 square-foot retail building with drive-through pharmacy window located at 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); and

WHEREAS, the Applicant has submitted an application for Tentative Tract Map No. 20425 to merge and subdivide a total of approximately 12.25 acres 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 November 5, 2021, and ending on December 6, 2021; 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 November 4, 2021; 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 November 5, 2021, and by the State Clearinghouse website on November 5, 2021; and

WHEREAS, on April 1, 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 April 12, 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.

WHEREAS, on April 29, 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 May 10, 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. RECOMMENDATION TO THE CITY COUNCIL. The Sustainable Communities Environmental Assessment (SCEA) document and related Mitigation Monitoring & Reporting Program are hereby recommended for adoption.

SECTION 4. EXPIRATION DATE. The Planning Commission's recommendation shall automatically become null and void one year from the date of adoption of this Resolution, if the City Council has not adopted an applicable resolution or ordinance.

SECTION 5. EFFECTIVE DATE. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED, AND APPROVED this 10th day of May, 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 10th day of May, 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Linda McCasland,
Secretary to the Planning Commission

RESOLUTION NO. 1575

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDLANDS RECOMMENDING THAT THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT NO. 142 FOR APPROXIMATELY 1.1 ACRES LOCATED AT THE SOUTHEAST CORNER OF EUREKA STREET AND WEST CITRUS AVENUE FOR A NEW RETAIL STORE AS A PART OF THE "STATE STREET VILLAGE" MIXED USE PROJECT.

WHEREAS, Village Partners Ventures, LLC ("Applicant"), has submitted an application for General Plan Amendment No. 142 to amend the General Plan land use designation of 1.1 acres from Public/Institutional to Commercial located at the southeast corner of West Citrus Avenue and Eureka Street for the proposed project (APNs: 0171-251-06, 0171-251-07, 0171-251-08, 0171-251-09, 0171-251-10); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1156 and Commission Review & Approval No. 934 to construct a 14,500 square-foot retail building with drive-through pharmacy window located at 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); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1155 and Commission Review & Approval No. 933 to construct a mixed use project with 700 dwelling units and a total of 84,106 square-feet of commercial floor area on approximately 11.15 acres located at the southwest corner of Orange Street and Redlands Boulevard (APNs: 0171-053-01-0000, 0171-053-02-0000, 0171-053-03-0000, 0171-053-04-0000, 0171-053-05-0000, 0171-053-06-0000); and

WHEREAS, the Applicant has submitted an application for Tentative Tract Map No. 20425 to merge and subdivide a total of approximately 12.25 acres 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 April 12, 2022, the Planning Commission held a public hearing, 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 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 users 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 proposed land use as a retail store located at the southeast corner of West Citrus Avenue and Eureka Street is permitted (and drive-through window subject to approval of a Conditional Use Permit) in the C-3, General Commercial zoning district wherein the subject property is located; and

WHEREAS on April 29, 2022, notice of the Planning Commission's public hearing for General Plan Amendment No. 142 and related Project Entitlements 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 May 10, 2022, the Planning Commission held a public hearing, reviewed General Plan Amendment No. 142 and related Project Entitlements, and considered the testimony and other public comments submitted by members of the public; and

WHEREAS, following the public hearing on May 10, 2022, the Planning Commission determined that approval of General Plan Amendment No. 142 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. As recommended by Planning Commission Resolution No. 1574, the proposed Initial Study and Sustainable Communities Environmental Assessment prepared for the proposed project has been recommended for adoption.

SECTION 2. GENERAL PLAN CONSISTENCY. The proposed amendment to 'Commercial' land use will be consistent with the surrounding properties and existing and future land uses, and is consistent with the existing zoning designation as General Commercial (C-3), located on the south side of West Citrus Avenue between Eureka Street and South Fourth Street.

SECTION 3. RECOMMENDATION FOR APPROVAL TO THE CITY COUNCIL. The requested General Plan Amendment to the 'Commercial' land use designation for the 1.1 acres (approximate) located on the south side of West Citrus Avenue between Eureka Street and South Fourth Street is hereby recommended for approval.

SECTION 4. EXPIRATION DATE. The Planning Commission's recommendation shall automatically become null and void one year from the date of adoption of this Resolution, if the City Council has not adopted an applicable resolution or ordinance.

SECTION 5. EFFECTIVE DATE. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED, AND APPROVED this 10th day of May, 2022.

Steven Frasher, Chair
Planning Commission

ATTEST:

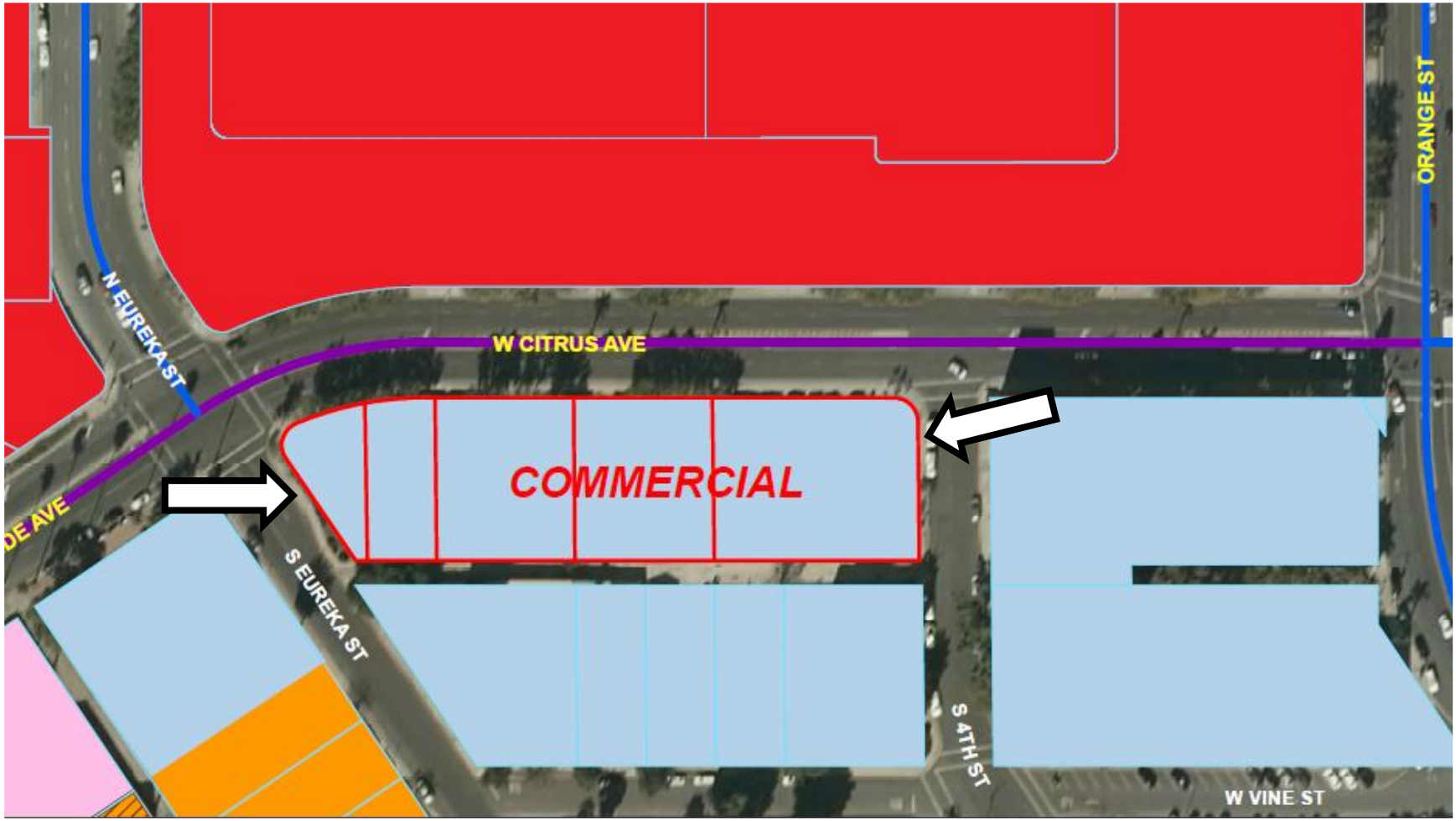
Linda McCasland, Secretary to the Planning Commission

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 10th day of May, 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Linda McCasland,
Secretary to the Planning Commission

EXHIBIT A
GENERAL PLAN AMENDMENT AREA



RESOLUTION NO. 1576

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDLANDS RECOMMENDING THAT THE CITY COUNCIL ADOPT THE SOCIO-ECONOMIC COST/BENEFIT STUDY FOR THE PROJECT, APPROVE CONDITIONAL USE PERMIT NOS. 1155 AND 1156, APPROVE COMMISSION REVIEW & APPROVAL NOS. 933 AND 934, AND APPROVE TENTATIVE TRACT MAP NO. 20425 FOR THE PROPOSED STATE STREET VILLAGE MIXED USE PROJECT.

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1155 and Commission Review & Approval No. 933 to construct a mixed use project with 700 dwelling units and a total of 84,106 square-feet of commercial floor area on approximately 11.15 acres located at the southwest corner of Orange Street and Redlands Boulevard (APNs: 0171-053-01, 0171-053-02, 0171-053-03, 0171-053-04, 0171-053-05, 0171-053-06); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1156 and Commission Review & Approval No. 934 to construct a 14,500 square-foot retail building with drive-through pharmacy window located at the southeast corner of West Citrus Avenue and Eureka Street (APNs: 0171-251-06, 0171-251-07, 0171-251-08, 0171-251-09, 0171-251-10); and

WHEREAS, the Applicant has submitted an application for Tentative Tract Map No. 20425 to merge and subdivide a total of approximately 12.25 acres 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 April 12, 2022, the Planning Commission held a public hearing, 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 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 users 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 700 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 vacant Redlands Mall properties will result in up to approximately 84,106 square-feet of new retail, commercial, restaurant, and office uses 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 on April 29, 2022, notice of the Planning Commission's public hearing for the Project and related Project Entitlements 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 May 10, 2022, the Planning Commission held a public hearing, reviewed the Project, and considered the testimony and other public comments submitted by members of the public; and

WHEREAS, following the public hearing on May 10, 2022, the Planning Commission determined that approval of the Project and related Project Entitlements 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. As recommended by Planning Commission Resolution No. 1574, the proposed Initial Study and Sustainable Communities Environmental Assessment prepared for the proposed project has been recommended for adoption.

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 11.15 acres located at the southwest corner of Orange Street and Redlands Boulevard. The proposed mixed use project will satisfactorily implement the Transit Villages Concept and strategy in the 2035 General Plan to the extent feasible. Upon approval of the proposed General Plan Amendment No. 142 to the 'Commercial' land use designation for approximately 1.1 acres located at the southeast corner of West Citrus Avenue and Eureka Street (shown in Exhibit "A" attached hereto), the proposed single-tenant retail use will be consistent.

SECTION 3. Findings for Vesting Tentative Tract Map Approval. The proposed Vesting Tentative Tract Map No. 20425 is hereby recommended for approval by the City Council based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibits "A" and "B"), Municipal Utilities & Engineering Department (Exhibit "C"), and Fire Department (Exhibit "D") 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 Tract Map and 11.15 acres of the project site is designated for Commercial land uses on the General Plan Land Use Map. The applicant has applied for a General Plan Amendment for 1.1 acres located on the south side of West Citrus Avenue (for a CVS store and pharmacy) to be changed to Commercial. The existing zoning designation for all subject properties is currently C-3, General Commercial, and the General Plan land use designation as "Commercial" is and will be consistent. The proposed land lot sizes will significantly exceed the minimum dimensions and required lot size for the C-3 zone. The proposed Tentative Tract Map will also create condominium airspace units within Buildings 1, 2, 3, 4-A and 4-B, and the gross square-footage of the project at 1,073,832 square-feet (or Floor-Area Ratio of 2.85) will be less than the maximum Floor-Area Ratio of 4.0 that is allowable in the C-3, General Commercial zoning district.

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 multiple mixed use buildings (on the Mall site) plus one single-tenant retail store (on the south side of Citrus Avenue). 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 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 Tract Map will combine a total of eleven lots and subdivide into eight new parcels for development purposes, plus create condominium dwelling units. The proposed project's gross square-footage of 1,073,832 square-feet (or Floor-Area Ratio of 2.85) will be less than the total maximum Floor-Area Ratio 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 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 multiple mixed use structures, 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 tract map will combine a total of eleven lots and then subdivide into eight lots for development purposes, plus additional condominium airspace dwelling units, and is designed to accommodate the mixed use project and CVS retail store. 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 lots and will improve access within the project site by requiring the construction of West State Street and Third Street to their ultimate right-of-way widths and will include appropriate public sidewalks and rights-of-way. The project will also widen certain public rights-of-way abutting the project site including Eureka Street, West Citrus Avenue, and Orange Street (Redlands Boulevard right-of-way does not require widening). 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 Orange Street) and surrounding areas. The project will not conflict with any easements for the public at large, including the existing storm drain and associated easement through the northwest 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 Conditional Use Permit No. 1155. The proposed Conditional Use Permit No. 1155 is hereby recommended for approval based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "A"), Municipal Utilities & Engineering Department (Exhibit "C"), and Fire Department (Exhibit "D") 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 650 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 mixed use development 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. The conceptual site plan indicates vehicular access will be provided by a new extension of West State Street (to the west of Orange Street) to connect to a new extension of Third Street. The proposed new street extensions will result in a street grid similar to that which existed prior to construction of the Redlands Mall in the mid-1970s, which will result in shorter block lengths that are more convenient to pedestrians and pedestrian-oriented design. There will be no anticipated conflicts or hazards in terms of vehicle traffic or pedestrians traveling along Orange Street, Redlands Boulevard, Eureka Street, Citrus 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 for the mixed use development is within 500 to 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 (retail, restaurant, and office) subject to approval of a Conditional Use Permit. The proposed site plan includes extensions of West State Street and Third Street similar to the historical street pattern prior to the Mall's development, and will enable multiple means of multi-modal transportation including direct pedestrian access to the downtown train platforms. The proposed floor plans of the new building (e.g., with commercial uses on ground floors and residential uses on upper and ground floors) are appropriate for the mix of land uses. 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. Findings for Approval of Commission Review & Approval No. 933. The proposed Commission Review & Approval No. 933 is hereby recommended for approval based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "A"), Municipal Utilities & Engineering Department (Exhibit "C"), and Fire Department (Exhibit "D") 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 11.15 acres in size and meets the requirements of the C-3, General Commercial zone for the construction of five mixed use buildings including the required building setbacks, public and private landscape areas, required on-site parking, and other required site improvements. The proposed mixed use project with a total of 700 dwelling units (i.e., a combined total of approximately one million square-feet for residential uses and amenities) and a total of 84,106 square-feet for commercial space is consistent with the current General Plan designation for the site and the immediate surroundings. Surrounding and nearby properties have existing uses which include many downtown businesses (retail, restaurants, offices, personal services, medical and dental services, etc.), a movie theatre, a Post Office, Police Annex, Smiley Library, public parks, Redlands Civic Center, public utility building, CVS Pharmacy (proposed to be relocated across West Citrus Avenue), downtown train station, and a variety of entertainment and cultural amenities.

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 site for the proposed mixed uses 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 will be consistent with the 2035 General Plan, Figure 5-5 (Roadway Classification), in that Redlands Boulevard along the project site's northerly frontage is designated a "Boulevard," West Citrus Avenue along the project site's south frontage is designated as a "Major Arterial," Orange Street and Eureka Street are designated as "Minor Arterial," and State Street and Third Street are designated as "Local Roads." The proposed mixed use project will ultimately generate slightly more vehicle traffic than the prior Redlands Mall (multi-tenant retail uses), and the existing and proposed street network will be adequate to serve the proposed use.

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. All required vehicle parking will be provided entirely on private property (subterranean parking garages and one above-ground parking structure) and will meet the requirements of the Redlands Municipal Code, with access to Redlands Boulevard, Eureka Street, and Orange Street.

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 Resolutions are adequate to protect the public health, safety and general welfare. The project will also comply with development and design standards and the applicable provisions of the Redlands Municipal Code.

SECTION 6. Findings for Approval of Conditional Use Permit No. 1156. The proposed Conditional Use Permit No. 1156 is hereby recommended for approval based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "B"), Municipal Utilities & Engineering Department (Exhibit "C"), and Fire Department (Exhibit "D") attached hereto:

1. That the proposed development will not adversely affect the applicable land use plans of the city.

The proposed General Plan Amendment will designate the subject properties at the southeast corner of Citrus Avenue and Eureka Street as "Commercial" (from Public/Institutional) in order to be consistent with the existing zoning designation as C-3, General Commercial. The General Commercial zone allows drive-through services with a Conditional Use Permit. The proposed single drive-through lane would be for the proposed retail/pharmacy use (one drive-through window for pharmacy pick-up). Vehicular access to the drive-through lane would be provided by alley access from Eureka Street and Fourth Street (side streets abutting the project site) and the drive-through lane will be substantially screened from adjacent public rights-of-way by perimeter landscaping and a low screen wall.

2. That the proposed development will not be detrimental to the public health, safety and welfare.

The proposed retail store with pharmacy will not be detrimental to public health, safety, and welfare. The store and pharmacy will provide a variety of common retail and household products as well as pharmacy services to the Redlands community. The drive-through element of the project is ancillary and subordinate to the pharmacy activities, provides a convenient means of access to pharmacy products and services, and in and of itself is not the primary retail service of the store. The conceptual site plan indicates vehicular access will be provided by an alley connected to Eureka Street and Fourth Street (side streets) with low volumes of vehicle traffic and negligible pedestrian traffic. There will be no anticipated conflicts or hazards in terms of vehicle traffic or pedestrians traveling along Eureka Street, Fourth Street, 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.

East Citrus Avenue along the project site's northerly frontage is designated a Major Arterial in the 2035 General Plan, Figure 5-5 (Roadway Classification), and meets the requirement in RMC Section 18.156.370 for a drive-through store or service to be on a site that abuts and has access to a major or secondary highway. The conceptual site plan indicates the proposed development will be in conformance with the applicable development standards of the General Commercial (C-3) zone and design guidelines.

4. That the proposed development is appropriate at the proposed location.

The proposed pharmacy with drive-through service complies with the site and design requirements of the Redlands Municipal Code (Sections 18.156.350 through 18.156.380) including location, site dimensions, parking, landscaping, and screening. The C-3, General Commercial zone allows for drive-through sales and/or service subject to approval of a Conditional Use Permit to ensure appropriateness of the use at the proposed location and to prevent any detrimental or nuisance effects to surrounding properties. The single drive-through lane for one pharmacy window (a low-intensity drive-through service) is unique for the downtown core business district, but is necessary to relocate the existing CVS Pharmacy from its existing store on the Redlands Mall site.

SECTION 7. Findings for Approval of Commission Review & Approval No. 934. The proposed Commission Review & Approval No. 934 is hereby recommended for approval based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "B"), Municipal Utilities & Engineering Department (Exhibit "C"), and Fire Department (Exhibit "D") 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 1.1 acres in size and meets the requirements of the C-3, General Commercial zone for the construction of one retail store with a single drive-through lane (for a pharmacy window), building setbacks, landscape areas and screening, required parking and parking lot improvements, and other required site improvements. The proposed retail use with one drive-through pharmacy window (a low-intensity drive through service) is unique for the downtown core business district, but is necessary to relocate the existing CVS Pharmacy from its existing store on the Redlands Mall site. The retail/pharmacy store project is consistent with the current General Plan designation for the site and the immediate surroundings. Surrounding properties include a variety of existing uses which include a Post Office, professional offices, Smiley Library, public park, Police Annex, public utility building, CVS Pharmacy to the north, and vacant Redlands Mall facility (proposed to be redeveloped with a 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 retail store and drive-through pharmacy window. West Citrus Avenue along the project site's north 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 use will provide a local pharmacy store including household retail goods for residents in the area. 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. Surface parking on-site will meet the requirements of the Redlands Municipal Code, with access to Citrus Avenue, Eureka Street, and Fourth Street. All landscaping within the project site is privately owned and maintained, and meets the zoning requirements.

SECTION 8. RECOMMENDATION FOR APPROVAL TO THE CITY COUNCIL. The Planning Commission hereby recommends approval of the proposed Project and requested Project Entitlements to the City Council, subject to the Conditions of Approval attached hereto as Exhibits "A" through "D."

SECTION 9. EXPIRATION DATE. The Planning Commission's recommendation shall automatically become null and void one year from the date of adoption of this Resolution, if the City Council has not adopted an applicable resolution or ordinance.

SECTION 10. EFFECTIVE DATE. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED, AND APPROVED this 10th day of May, 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 10th day of May, 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____

Linda McCasland,
Secretary to the Planning Commission

EXHIBIT A
CONDITIONS OF APPROVAL
DEVELOPMENT SERVICES DEPARTMENT
FOR STATE STREET VILLAGE MIXED USE DEVELOPMENT
(CUP No. 1155 & CRA No. 933)

Planning Division

1. This permit/approval for Conditional Use Permit No. 1155 and Commission Review & Approval No. 933 is issued for the "State Street Village" project generally described as the following:
   a. Five (5) multistory buildings consisting of four (4) mixed use buildings and one (1) residential building with private amenities for the project's residents;
   b. Up to seven hundred (700) multifamily dwelling units, to include apartments and condominiums;
   c. Up to 10,000 square-feet of floor area for commercial/office uses on the upper floors of Building 2 (such as professional, administrative, financial, medical, and similar administrative and professional uses as listed in the Transit Villages Specific Plan for the Village Center district);
   d. Up to 74,106 square-feet of floor area for retail and commercial uses including on-site alcoholic beverage sales for bone-fide restaurants (to include retail stores, quick-serve and sit-down restaurants, personal services, retail commercial services for consumers, professional office uses, and similar retail/commercial uses);
   e. Common recreational open space (privately-owned with private access) both indoors and outdoors for use by the project's residents and residential guests;
   f. Public open space (privately-owned and available for the general public's use) in the form of pedestrian walkways and paseos, outdoor seating and dining areas, planters and landscape areas, central public plaza (note: see Condition No. 19), and other pedestrian amenities typical in a pedestrian-oriented and transit-oriented development;
   g. New extension of West State Street (from Orange Street to Third Street), and new extension of Third Street (from Redlands Boulevard to Citrus Avenue);
   h. Frontage and street improvements in accordance with the civil engineering plans;
   i. Construction phasing shall be consistent with the Phasing Plan submitted by the Applicant and attached to this Resolution.

2. This permit/approval for a Conditional Use Permit and Commission Review & Approval shall automatically expire 24 months after the approval date (will expire on May 10, 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), 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 April 4, 2022 ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions.

7. Prior to issuance of any building or engineering permits for any building or phase of the mixed use development project, a Notice of Land Use Restrictions and Conditions (on a form provided and approved by the City) shall be recorded on all current and future Assessor's Parcel Number(s) for the subject property.

8. The issuance of any permits shall comply with all applicable provisions of the Redlands Municipal Code.

9. 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.

10. 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.

11. 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.

12. The proposed central public plaza (approximately one-half acre in size) located at the new intersection of West State Street and Third Street is approved in concept only. A final proposal for design and activity programming for the plaza area has not been prepared or submitted for review. Prior to issuance of any grading, engineering, building, or other permits for the plaza area, the Developer shall prepare a final design proposal and shall be subject to subsequent and separate review and approval with a Commission Review & Approval process in accordance with Chapter 18.12 of the Redlands Municipal Code. The Commission Review & Approval permit shall be reviewed by the Planning Commission.

13. A copy of the approved Conditions of Approval shall be included on the cover page of the construction plans submitted to the Building Division.

14. 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.

15. 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. Parallel (or 0-degree) parking spaces (within the Building 4 subterranean garage and on-street parking) shall be a minimum of 8'0" in width and 24'0" in length. 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 new 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.

16. 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.

17. 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. Minimum required dimensions are not less than: ten feet (10') in width; twenty feet (20') in length; and fourteen feet (14') in height without overhead obstruction from buildings, street trees, or other structures.

18. Prior to issuance of a building permit, Developer shall submit final exterior building material(s) and color scheme for review and approval by the Development Services Director 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.

19. The proposed central public plaza (at the intersection of the new West State Street and Third Street extensions) shall be subject to subsequent design review and final design/ programming approval prior to issuance of any building permit(s) for Building 1. The design review process shall be conducted with a Commission Review & Approval permit, and subject to review and approval by the Planning Commission.

20. Prior to issuance of a building permit for a building or phase, Developer shall submit landscape and irrigation construction plans for the building, site, or phase. Approved preliminary landscape plans (for shrubs and groundcovers) are conceptual and not adequate for construction, and require a greater level of detail and a precise planting plan prior to construction permit issuance. 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 (i.e., to remove visual obstructions such as trees within a driver's line of sight toward oncoming traffic) or corner intersections; avoiding excessive use of decorative rock, gravel, or wood chips as a substitute for organic groundcover; and avoid creating the appearance of any "green wall" (e.g., *Ligustrum texanum* (columnar), *Prunus caroliniana*, etc.) that provides continuous opaque screening more than 5'0" high around the site perimeter or street-side planters of the project site.

21. 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.

22. 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.

23. 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.

24. 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.

25. 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).

26. 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%).

27. 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.

28. 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.

29. 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.

30. 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.

31. Where any public sidewalks are adjacent to slopes or parkways with slopes (e.g., downslopes), a 6" concrete curb may be required to be constructed with the sidewalk. Hand railings or guard rails should be avoided, if feasible. Prior to permit issuance, Developer shall identify any areas with slopes and parkways on the civil plans and identify construction of a 6" concrete curb as-needed (such as the southeast corner of the project site abutting Citrus Avenue).

32. The project site shall be kept in a weed and dust free condition throughout all periods of construction.

33. 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 Development Services Director or designee, and may be modified by the City after approval to mitigate any unanticipated impacts or public nuisance conditions.

34. 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.

35. Prior to issuance of a Certificate of Occupancy for a building or phase, Developer shall remove all construction materials and vehicles from the subject property.

36. 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.

37. Commercial Parking: All commercial parking for the retail, restaurant, office, and commercial components of the mixed use project (a total of 274 spaces required based on square-footage) are located in the above-ground parking structure within Building 2 located at the southwest corner of Redlands Boulevard and Orange Street. 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.

38. Residential Tenant Parking: All required residential tenant parking for the residential components of the mixed use project (a total of 700 spaces required, and 777 provided) shall be provided in each building to serve the total dwelling units within that building. Building 1 requires 392 resident spaces (and 394 provided in the subterranean garage), Building 2 requires 140 resident spaces (and 140 provided in the parking structure), Building 3 requires 21 resident spaces (and 21 provided in the subterranean garage), Building 4-A requires 103 resident spaces and Building 4-B requires 114 resident spaces (and a total of 222 spaces provided in the shared subterranean garage).

    a. A Residential Parking Plan shall be required for the project, and shall be subject to review and approval by the Development Services Director or designee. The Residential Parking Plan may be modified after approval by the City to mitigate any unanticipated impacts or public nuisance conditions. The on-site Property Manager or property management company shall be responsible for monitoring and enforcing the parking management plan.
    b. All residential tenant parking spaces shall be located in the same building in which the assigned dwelling unit is located.
    c. 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.
    d. 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 shall not be subject to the unbundling provision.

39. Residential Guest Parking: All residential Guest parking for the residential components of the mixed use project (a total of 175 spaces required, and 175 provided) are provided in the above-ground parking structure within Building 2 located at the southwest corner of Redlands Boulevard and Orange Street. As such, Building 2 shall be required to provide and maintain in good condition all required residential Guest parking for all other owners and tenants located within Buildings 1, 2, 3, 4-A and 4-B (i.e., the mixed use development).

    a. 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.
    b. The owner or management company shall not rent or charge a separate fee for residential Guest parking spaces.
    c. 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.

40. On-Street Parking: All on-street parking (either on public or private streets) shall be available on a first-come, first-serve basis, and the owner shall not designate, reserve, stripe, sign, or otherwise restrict on-street parking spaces for any individual residential or commercial tenant. The owner or management company shall be responsible for maintaining, repairing, or improving any privately-owned on-street spaces (i.e., along West State Street and Third Street extensions within the mixed use development).

41. Loading Zones: A minimum of the following shall be required for each new building based on commercial square-footage (per building) and RMC Chapter 18.164, Article IV, and precise location to be finalized in Plan Check prior to issuance of construction permits:

    a. Building No. 1 with two (2) designated loading zones, which shall be placed along the Third Street frontage, Citrus Avenue frontage, and/or Eureka Street frontage.
    b. Building No. 2 with two (2) designated loading zones, which shall be placed along the West State Street frontage, on the Orange Street frontage, and/or along the Redlands Blvd. frontage. If re-striping of Orange Street to one southbound lane cannot be accommodated, then no Loading Zone shall be placed on Orange Street, and an alternative location shall be provided.
    c. Building No. 3 is not required to provide any commercial loading zones.
    d. Building No. 4-A with one (1) designated loading zone, which shall be placed along the Citrus Avenue frontage and/or the West State Street frontage.
    e. Building No. 4-B with one (1) designated loading zone, which shall be placed along the Citrus Avenue frontage and/or the West State Street frontage. If re-striping of Orange Street to one southbound lane cannot be accommodated, then no Loading Zone shall be placed on Orange Street, and an alternative location shall be provided.

f. Minimum required Loading Zone dimensions are not less than: ten feet (10') in width; twenty feet (20') in length; and fourteen feet (14') in height without overhead obstruction from buildings, street trees, or other structures.
g. Commercial loading and unloading activities for Buildings 1, 2, 4-A and 4-B 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.

42. Prior to issuance of off-site improvements for West Citrus Avenue, the proposed median relocation in West Citrus Avenue (for purposes of implementing Complete Streets concepts to include bicycle and pedestrian network connectivity) and design and improvements shall be coordinated with the Development Services, Municipal Utilities & Engineering, and Facilities & Community Services departments.

a. A pedestrian crosswalk including ADA-accessibility shall be installed to align with the Third Street extension within the State Street Village development and shall include: pavement markings, flashing safety lighting, in-pavement LED lighting, signs, and other improvements as required by the City Engineer.
b. A pedestrian deterrent (e.g., decorative fence or plantings) may be installed within the median for pedestrian and traffic safety.
c. Prior to issuance of a street improvement permit for West Citrus Avenue, the planting plan shall be coordinated with the Facilities & Community Services Department to ensure a consistent street theme and aesthetic appearance with other City streets to the extent practicable.

43. 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.

44. Noise Notification: As a required element of lease disclosures to potential tenants, residents of the mixed use 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.

45. Prior to issuance of any buildings permits for any building, the Developer shall prepare and submit a Trash Management Plan for the mixed use development. 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.

a. Each building and building pad shall be designed to accommodate all necessary refuse storage rooms, bins and containers, hallways, access paths, and other structural elements to be completely enclosed and internal to the building. Refuse and recycling storage rooms and all bins or containers shall be completely screened from view from any streets (when not placed outdoors for scheduled pick-up and hauling).

46. 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., new or relocated bus stop location along Redlands Boulevard abutting the project site), in accordance with RMC Section 18.224.020(F).

a. Omnitrans stated the existing downtown bus stop (hub for three bus routes) is likely to be relocated further to the west (e.g., westerly of the Third Street intersection or possibly nearer the Eureka Street intersection) to avoid potential conflicts of traffic movements created by the construction of Building 2 and two new access driveways on Redlands Boulevard immediately adjacent to the existing bus stop. Developer shall coordinate placement of the relocated bus stop on the new 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).

b. 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 final location.

47. 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 mixed use building (or one building if multiple buildings are connected internally) or 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.

48. If any bollards or similar devices are used along street frontages for pedestrian safety (e.g., plaza area, West State Street extension), then bollards or the equivalent shall be decorative and subject to review and approval by the Development Services Director or designee in Plan Check prior to permit issuance. If any steel bollards or pour-in-place bollards are installed, they shall only be installed for protecting utility devices (e.g., transformers above-ground) and shall be painted a dark color (e.g., dark green, brown, or black) to blend with surrounding landscape screening.

49. 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.

50. A Sign Program shall be required for the commercial portions of the project with a multi-tenant mixed use building (e.g., for commercial tenants of Buildings 1, 2, 4-A and 4-B). 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

51. This Vesting Tentative Tract Map No. 20425 authorizes the subdivision of a total of approximately 12.24 acres as follows: approximately 11.15 acres located on the Redlands Mall site subdivided into seven (7) lots for development purposes plus condominium dwelling units located at the southwest corner of Redlands Boulevard and Orange Street; and approximately 1.1 acres located at the southeast corner of Citrus Avenue and Eureka Street subdivided into one (1) new commercial lot for a new retail store.

52. This Vesting 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. This Vesting Tentative Subdivision Map is approved for phases, and filing of multiple Final Maps may extend the expiration in accordance with the applicable provisions of the Subdivision Map Act.

53. This permit/approval is granted for the plans dated April 4, 2022 ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions.

54. The Final Tract Map(s) shall comply with the Subdivision Map Act and the Redlands Municipal Code (RMC).

55. The Final Tract Map(s) shall be in substantial conformance with the Vesting Tentative Tract Map and plans submitted by the applicant and placed on file in the office of the Planning Division.

56. 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.

57. 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.

58. Residential condominium construction or future condominium conversions 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. The proposed condominium project shall comply with all requirements of building, fire and housing codes, zoning provisions, and other applicable regulations in effect at the time of the application.

59. Noise Notification and Signage and Marketing Requirements: As a required element of disclosure to potential condominium purchasers, potential buyers within the mixed use 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). Signage and Marketing Requirements shall be performed consistent with the regulations contained in RMC Chapter 17.28 (specifically, Sections 17.28.030 and 17.28.050) to advise buyers of the existing commercial zoning and noise environment.

60. 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.

61. Prior to Final Tract Map clearance, the applicant shall submit one (1) copy of each of the final Articles of Incorporation, Bylaws of the Homeowners' Association, and Declaration of Covenants, Conditions, and Restrictions (CC&Rs) to the Planning Division for review and approval. After recordation of the final CC&Rs, two (2) copies of said recorded CC&Rs shall be submitted to the Planning Division.

62. The applicant shall include the following within the CC&Rs:

    a. The CC&Rs shall identify that all sewer lines connecting each unit to the existing public sewers are privately owned, maintained, and operated by the Homeowners' Association.
    b. The CC&Rs shall designate that it is the responsibility of the Homeowners' Association to obtain appropriate waste containers to facilitate recycling and to instruct tenants and owners on how to participate in the City's recycling program.
    c. The establishment of reserves for common area maintenance and repairs shall be provided.
    d. Each condominium dwelling unit shall be provided a minimum of one (1) parking space for units up to 999 square-feet, one and one-half (1.5) parking spaces for units between 1,000 to 1,499 square-feet, and two (2) parking spaces for each unit of 1,500 square-feet or greater. Each parking space shall be located in a fully enclosed garage or parking structure. These residential tenant parking spaces shall be permanently and irrevocably assigned to particular units within the project. In addition, one-half (0.5) open guest parking spaces for each condominium dwelling unit shall be provided (and shall be located either on-site in the parking garage for the same building within which the dwelling unit is located, or within the Building 2 parking structure at the southwest corner of Redlands Boulevard and Orange Street).

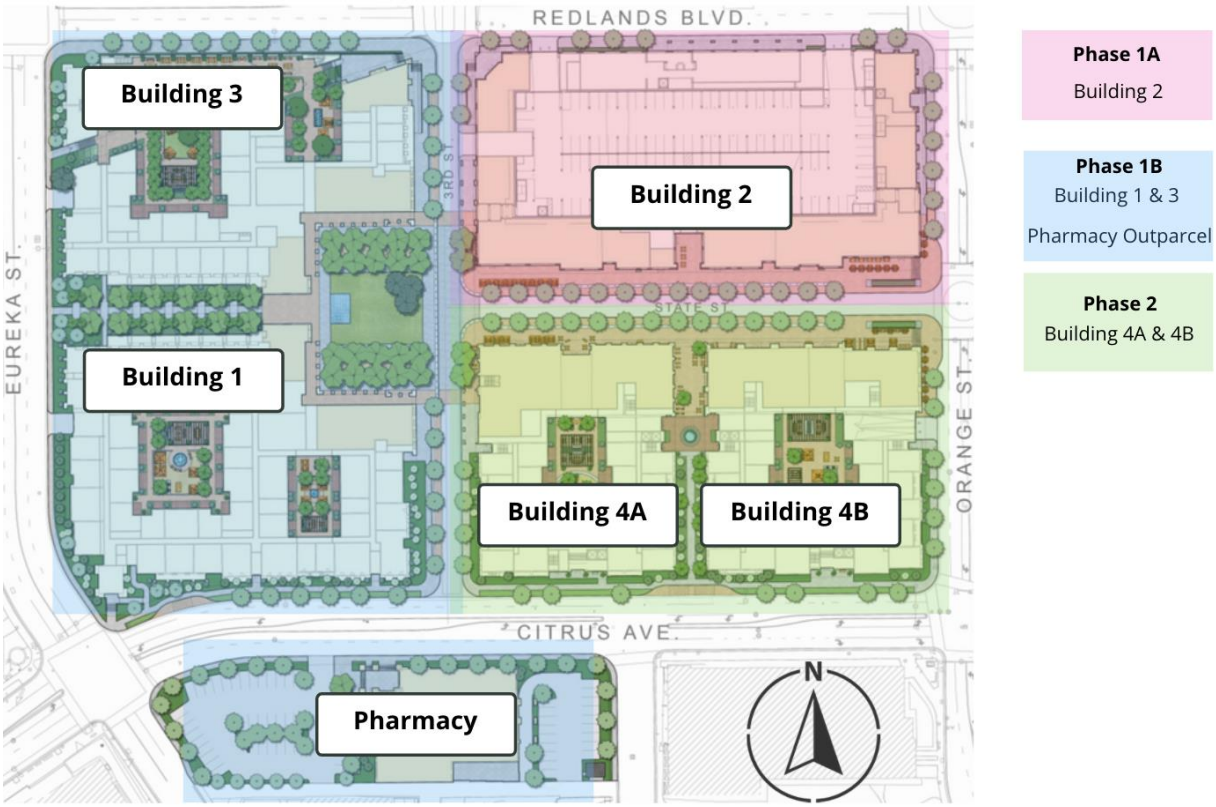
e. The CC&Rs shall prohibit the storage or parking of trailers, boats, mobile homes, recreational vehicles, and inoperable vehicles.
f. Any amendments to the CC&Rs, which would affect the parking facilities, common areas, waste recycling, or which would alter the description of land and improvements or maintenance reserve accounts governed by said CC&Rs shall first require the written approval of the City of Redlands.
g. The condominium units shall be constructed and maintained in accordance with the development standards contained in Chapter 18.156 of the Redlands Municipal Code, Article IV (Condominiums and Condominium Conversions), if applicable.
h. The CC&Rs shall designate that any required guest parking spaces shall be owned, maintained, and operated by the Homeowners' Association.

63. Prior to Tract Map clearance, the applicant must obtain a building permit showing occupancy to be condominiums for the applicable dwelling units.

64. The approved Phasing Plan for the project (prepared and submitted by the Applicant) shall be implemented as described on the following two pages.

State Street Village
Phasing Description
Alternative 1

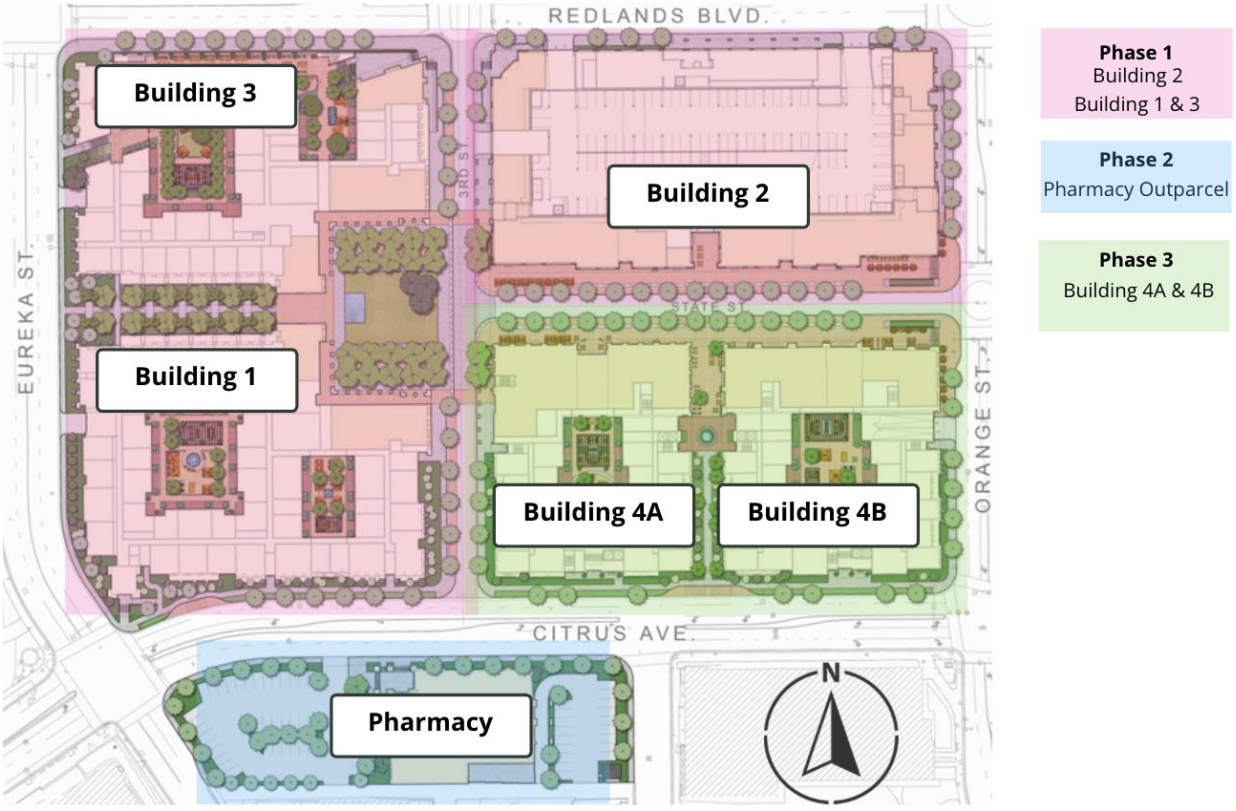
Phase	*Building*	*Residential*	*Non Residential*	*Parking*
Phase 1A	Building 2	134 DU	32,000 SF Retail 12,000 SF Office	686 Parking Spaces
Phase 1B	Building 1, Building 3, and Pharmacy	364 DU	B1: 15,000 SF Retail Pharmacy: 14,500 SF Retail	B1: 415 Parking Spaces Pharmacy: 61 Parking Spaces
Phase 2A	Building 4A & 4B	202 DU	24,000 SF Retail	225 Parking Spaces
TOTALS		700 DU	85,500 SF Retail 12,000 SF Office	1,326 Parking Spaces



[*Staff Note:* In this alternative, with Building 2 constructed first (i.e., five-level parking structure), it will provide all the commercial parking for State Street Village (minimum of 274 spaces) plus the residential guest parking (minimum of 175 spaces).]

State Street Village
Phasing Description
Alternative 2

Phase	*Building*	*Residential*	*Non Residential*	*Parking*
Phase 1	Building 2, Building 1, Building 3	498 DU	B2: 32,000 SF Retail B2: 12,000 SF Office B1: 15,000 SF Retail	B2: 686 Parking Spaces B1: 415 Parking Spaces
Phase 2	Pharmacy	0 DU	Pharmacy: 14,500 SF Retail	Pharmacy: 61 Parking Spaces
Phase 3	Building 4A & 4B	202 DU	24,000 SF Retail	225 Parking Spaces
TOTALS		700 DU	85,500 SF Retail 12,000 SF Office	1,326 Parking Spaces



[*Staff Note:* In this alternative, if B1 and B3 are constructed before B2 (i.e., the parking structure), then the existing parking lot on the south side of Citrus Avenue between Eureka and Fourth Streets shall provide 142 spaces to provide the commercial parking and residential guest parking for B1 and B3 (142 minimum) until the B2 parking structure is available to provide the required residential guest parking and commercial parking for B1 and B3.]

65. Prior to recordation of a Final Map, the Developer shall dedicate to the City a non-exclusive easement(s) for the benefit of the City for purposes of public access across private streets, sidewalks, and paseos to provide access for pedestrians, bicycles, and vehicles (such as commercial customers and employees as well as residential guests). Developer shall be responsible for the maintenance, repair, and replacement of private streets, sidewalks, and paseos within the development.

SCEA Mitigation Measures (MM), Project Design Features (PDF), and/or Existing Plans, Programs, Policies (PPP):

66. PDF AQ-1: Tier III Equipment. Project construction will utilize equipment during demolition, grading, and site preparation phases that equal or exceed Environmental Protection Agency (EPA) and California Air Resource Board (CARB) Tier III engine emissions standards.

67. 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.

68. 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.

69. 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.

70. 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.

71. 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.

72. 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.

73. 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 paleontologist selected from the roll of qualified paleontologists maintained by the County, 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 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.

74. PPP HAZ-1: California UST Regulations. Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside County Environmental Health Division, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).

75. 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.

76. 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.

77. 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.

78. 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).

79. 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.

80. 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.

81. MM TCR-1: The archaeologist shall develop a Cultural Resources Management Plan and include the specifics as to how each Project mitigation measure will be carried out. Any and all cultural documents created as a part of the project (Tribal Cultural Resources Management Plan, Monitoring and Treatment Plans, isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency and disseminated to consulting tribe(s) for review. The Cultural Resource Management Plan shall incorporate:

    a. Project grading and development scheduling. Native American Monitor(s) should attend and be present at the pre-construction meeting to establish communication protocols, cultural sensitivity, and provide information and/or training to construction contractors.

    b. A schedule for monitoring during initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), this may include, but is not limited to, archaeological testing, and data recovery on the Project site, if determined appropriate. The Cultural Resource Management Plan shall include scheduling, safety requirements, and duties, based on the scope of work, and address the Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with the Project Archaeologist.

    c. The protocols and stipulations that the Applicant, Native American Tribal Monitor(s), Project Archaeologist, and City of Redlands shall follow in the event that cultural resources, items of Native American cultural patrimony, or tribal cultural resources are inadvertently discovered during the course of Project related ground disturbing activities.

82. MM TCR-2: If significant tribal cultural resources are discovered and avoidance or relocation cannot be ensured, the City shall engage in discussions with the Consulting Tribes to determine the best course of action for preservation of the resource.

83. MM TCR-3: Designated Native American Monitor(s) from the consulting tribe(s), who wish to partake in the monitoring program, shall be present during all initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), which may include but is not limited to testing, and date recovery if determined appropriate. If initial ground-disturbing activities yield no discoveries of tribal cultural resources, the Consulting Tribe(s) may limit, suspend or terminate monitoring efforts at their discretion. The Monitoring Agreement(s) with the consulting tribe(s) shall be provided to the City of Redlands Development Services Department prior to issuance of any demolition, grading, or construction permits.

84. MM TCR-4: In the event that cultural resources, including historic and pre-contact materials, items of Native American cultural patrimony, or Tribal Cultural Resources are discovered during the course of ground disturbance, the following procedures shall be implemented:

a. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by a qualified archaeologist in coordination with the Native American Monitor(s) from the Consulting Tribe(s). Work on the other portions of the Project, outside of the buffered area, may continue during this assessment period.

b. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s).

c. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the Project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s).

d. Treatment and Final Disposition: The land owner(s) shall relinquish ownership of all items of Native American cultural patrimony and tribal cultural resources (including but not limited to sacred items, burial goods, archaeological artifacts, and non-human remains) that may be discovered. The land owner(s) shall relinquish ownership of tribal cultural resources and items of Native American Cultural Patrimony through one or more of the following methods and provide the City of Redlands with evidence of same:

i. Accommodate the process for on-site reburial of the discovered items with the Participating Tribes. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and recordation have been completed. A final report which includes associated State DPR Forms, containing an inventory of the items reburied, along with UTM parameters for the reburial location, shall be completed and provided to the City, the Consulting Tribes and filed with the California Historical Resource Information System (CHRIS).

ii. A curation agreement with an appropriate qualified repository that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists or researchers for further study. The collections and associated records shall be transferred, including title and associated fees, to an appropriate curation facility.

iii. If more than one Native American Tribe or Band is involved with the Project and cannot come to a consensus as to the disposition of tribal cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated at the San Bernardino County Museum. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

85. MM TCR-5: Discovery of Human Remains. In the event that human remains are encountered on the Project site, the construction contractor's designated Native American Tribal Monitor shall immediately stop all work within 100 feet of the discovery. The Developer shall immediately notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). California Health & Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.

The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

According to California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052).

Building & Safety Division

86. Project shall comply with currently adopted California Building Codes at time of construction document submittal for plan review, including the Building Code (CBC), the California Electrical Code, California Mechanical Code, California Plumbing Code,

Building Energy Efficiency Standards (Energy Code), California Green Building Standards Code, and applicable provisions of Title 15 (Buildings and Construction) of the Redlands Municipal Code.

87. Project is located within FEMA Flood zone AO and design will be required to comply with Redlands Municipal Code (RMC) Chapter 15.32.

88. Project shall comply with California Building Code for Building Heights, Area limitations, Fire design features and building separation distances, means of egress, and accessibility.

89. A demolition permit is required for removal of existing structures and supporting infrastructure.

90. An inspection and structural analysis of Zanja Channel Storm Drain along Lots 1, 2 and 6 shall be performed, and any recommended repairs to the existing storm drain and/or design recommendations to structures adjacent to Storm Drain shall incorporated into plan submittal.

91. An analysis by a California registered professional engineer on the changes caused to the floodplain as a result of the water displacement caused by grading and proposed structures.

92. Residential condominium construction or future condominium conversions 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. The proposed condominium project shall comply with all requirements of building, fire and housing codes, zoning provisions, and other applicable regulations in effect at the time of the application.

93. Approved hours for construction activities are: Monday through Friday, 7:00 a.m. to 6:00 p.m.; and Saturday, 7:00 a.m. to 6:00 p.m. No construction is permitted by contractors or subcontractors after hours, on Sundays, or Federal holidays (RMC Chapter 8.06; RMC 8.06.090(F); RMC 8.06.120(G)).

Other City Departments/Divisions

94. The attached conditions of approval from the following City Departments/Divisions are applicable to the project, and are hereby incorporated by reference:

a. Municipal Utilities & Engineering Department
b. Fire Department

_____

Brian Desatnik
Development Services Director

EXHIBIT B
CONDITIONS OF APPROVAL
DEVELOPMENT SERVICES DEPARTMENT
FOR RETAIL STORE/PHARMACY WITH DRIVE-THROUGH
(CUP No. 1156 & CRA No. 934)

Planning Division

95. This permit/approval for Conditional Use Permit No. 1156 and Commission Review & Approval No. 934 is issued for the retail store/pharmacy project consisting of an approximately 14,500 square-foot commercial building for one tenant, to include one drive-through pharmacy window and a single drive-through lane, on approximately 1.1 acres located at the southeast corner of West Citrus Avenue and Eureka Street (APNs: 0171-251-06, 0171-251-07, 0171-251-08, 0171-251-09, and 0171-251-10) in the C-3, General Commercial zoning district.

96. Drive-through lane activities and pharmacy window sales/transactions shall only be permitted between the hours of 6:00 AM to 10:00 PM daily.

97. This permit/approval for a Conditional Use Permit and Commission Review & Approval shall automatically expire 24 months after the approval date (will expire on May 10, 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).

98. 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.

99. 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.

100. 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.

101. This permit/approval is granted for the project plans dated April 4, 2022 ("the plans") on file with the Planning Division. The project shall substantially conform to the approved plans, except as otherwise specified in these conditions.

102. Prior to issuance of any building or engineering permits for the retail building, a Notice of Land Use Restrictions and Conditions (on a form provided and approved by the City) shall be recorded on all current and future Assessor's Parcel Number(s) for the subject property.

103. 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.

104. The issuance of any permits shall comply with all applicable provisions of the Redlands Municipal Code.

105. 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.

    a. Prior to issuance of a building permit for the retail/pharmacy store, the design of the top of the tower feature for the retail/pharmacy store shall be redesigned with a dome (or similar architectural treatment) to be consistent with the adjacent historic Post Office building.

106. 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 for the retail building.

107. 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.

108. 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. Standard parking spaces (90-degree) shall be a minimum of 9'0" in width and 19'0" in length; the length dimension may overhang a planter area by up to 1'0" and without obstructing shrubs or trees. 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 shown on the Site Plan, Floor Plan, and Civil Plans.

109. Prior to any expansion or addition to the drive-through lane, or any other substantial alteration to the site or the building that will result in an increase of the capacity of the drive-through lane (such as increasing the lane length or adding a second lane), an application accompanied by the appropriate application fee(s) for a Revision to this Conditional Use Permit shall be required and approval by the Planning Commission shall be required.

110. This Conditional Use Permit is approved for the use of one drive-through lane with a window for pharmacy sales/services. Prior to any major change of use or increase to the intensity of use for the drive-through lane and service window (such as to a fast-food restaurant, any alcoholic beverage sales, any non-pharmaceutical retail store that utilizes the drive-through window, or any other major change of use), the proposed change or intensification shall be reviewed by the Development Services Director or designee. The Director may refer the proposed modification to the Planning Commission for review and approval, and if so, then an application accompanied by the appropriate application fee(s) for a Revision to this Conditional Use Permit shall be required and approval by the Planning Commission shall be required.

111. Prior to issuance of a building permit for a building or phase, Developer shall submit landscape and irrigation plans for the building, site, or phase. Approved preliminary landscape plans (for shrubs and groundcovers) are conceptual and not adequate for construction, and require a greater level of detail and a precise planting plan prior to construction permit issuance. Developer shall coordinate with staff to finalize the precise planting plan, including but not limited to: clustering or greater density of planting around focal points (e.g., planters at intersection corners at Eureka Street and Fourth Street); specifying landscape screening for any ground-mounted equipment or utilities; and avoid creating the appearance of any "green wall" (e.g., *Ligustrum texanum* (columnar), *Prunus caroliniana*, etc.) that provides continuous opaque screening more than 5'0" high around the site perimeter or street-side planters of the project site.

112. 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.

113. 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.

114. 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).

115. All parking lot and driveway lighting shall provide uniform illumination at a minimum level of one (1.0) foot-candle average maintained across the horizontal surface. For energy conservation, motion sensor devices may be utilized to automatically dim and brighten the lighting (e.g., 50%).

116. A copy of the approved Conditions of Approval shall be included on the cover page of the construction plans submitted to the Building Division.

117. Prior to issuance of a building permit, Developer shall submit final exterior building material(s) and color scheme for review and approval by the Development Services Director or designee.

118. 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.

119. The drive-through lane shall be screened from view from public right-of-way, to a height equal to or greater than that of standard vehicular headlights. Screening shall include a decorative wall a minimum of 36 inches high (up to 48 inches high maximum) within the north side front planter for a length of twenty (20) feet from the building (i.e., to the east as measured from northeast corner of building), to be placed within the planter area fronting Citrus Avenue behind the property line and include landscape screening. The screen wall shall be decorative (such as earth-tone color CMU split-face block with cap rock, or plaster/stucco to match the building). Landscape and trees shall be installed around the exterior of the screen wall in substantial conformance with the preliminary landscape plan.

120. 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.

121. If any steel bollards or pour-in-place bollards are installed, they shall only be installed for protecting utility devices (e.g., transformer above-ground) and shall be painted a dark color (e.g., dark green, brown, or black) to blend with surrounding landscape screening.

122. 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 drive aisle width and typical parking space dimensions for each row of parking (within each parking area lot) shown on the Site Plan.

123. 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.

124. 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. Minimum required dimensions are not less than: ten feet (10') in width; twenty feet (20') in length; and fourteen feet (14') in height without overhead obstruction from buildings, street trees, or other structures.

125. The refuse enclosure shall not be located within the corner cutoff area at the intersection of the alley and Fourth Street (i.e., traffic sight safety area). The refuse enclosure shall be relocated to be outside of the corner cutoff area (e.g., to the west side of the drive aisle near the entrance to the drive-through lane as an acceptable alternative). Refuse enclosure walls shall be decorative (e.g., split-face CMU block) with cap rock or a decorative alternative approved in Plan Check. Landscaping (e.g., climbing vines or hedge-type shrubs) shall be provided around exterior side of the enclosure walls that are visible from public right-of-way. A paved path of travel from the building is recommended.

126. 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.

127. During the plan check review process, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the development. A minimum of one (1) foot-candles average maintained across the horizontal surface shall be provided for each parking lot. For energy conservation, motion sensor devices may be utilized to automatically dim and brighten the lighting (e.g., 50%).

128. 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.

129. 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.

130. 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). For any exterior utility meter panels, Developer shall screen and/or paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g., exterior walls, wing walls, landscaping, or other building elements) from public right-of-ways, to the maximum extent feasible. Any enclosures or screening shall be architecturally treated to match the exterior of the attached structure.

131. Prior to issuance of any building or engineering permit for the retail building, 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 Development Services Director or designee, and may be modified after approval to mitigate any unanticipated impacts or public nuisance conditions.

132. Prior to any use of any public street, alley, 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.

133. Prior to issuance of a Certificate of Occupancy for the retail building, Developer shall remove all construction materials and vehicles from the subject property.

134. 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.

135. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Sign locations and illumination may be subject to review and approval by the Planning Division under separate permit.

SCEA Mitigation Measures (MM), Project Design Features (PDF), and/or Existing Plans, Programs, Policies (PPP):

136. PDF AQ-1: Tier III Equipment. Project construction will utilize equipment during demolition, grading, and site preparation phases that equal or exceed Environmental Protection Agency (EPA) and California Air Resource Board (CARB) Tier III engine emissions standards.

137. 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.

138. 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.

139. 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.

140. 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.

141. 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.

142. 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.

143. 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 paleontologist selected from the roll of qualified paleontologists maintained by the County, 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 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.

144. PPP HAZ-1: California UST Regulations. Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside County Environmental Health Division, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).

145. 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.

146. 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.

147. 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.

148. 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.

149. 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.

150. MM TCR-1: The archaeologist shall develop a Cultural Resources Management Plan and include the specifics as to how each Project mitigation measure will be carried out. Any and all cultural documents created as a part of the project (Tribal Cultural Resources Management Plan, Monitoring and Treatment Plans, isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency and disseminated to consulting tribe(s) for review. The Cultural Resource Management Plan shall incorporate:

d. Project grading and development scheduling. Native American Monitor(s) should attend and be present at the pre-construction meeting to establish communication protocols, cultural sensitivity, and provide information and/or training to construction contractors.

e. A schedule for monitoring during initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), this may include, but is not limited to, archaeological testing, and data recovery on the Project site, if determined appropriate. The Cultural Resource Management Plan shall include scheduling, safety requirements, and duties, based on the scope of work, and address the Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with the Project Archaeologist.

f. The protocols and stipulations that the Applicant, Native American Tribal Monitor(s), Project Archaeologist, and City of Redlands shall follow in the event that cultural resources, items of Native American cultural patrimony, or tribal cultural

resources are inadvertently discovered during the course of Project related ground disturbing activities.

151. MM TCR-2: If significant tribal cultural resources are discovered and avoidance or relocation cannot be ensured, the City shall engage in discussions with the Consulting Tribes to determine the best course of action for preservation of the resource.

152. MM TCR-3: Designated Native American Monitor(s) from the consulting tribe(s), who wish to partake in the monitoring program, shall be present during all initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), which may include but is not limited to testing, and date recovery if determined appropriate. If initial ground-disturbing activities yield no discoveries of tribal cultural resources, the Consulting Tribe(s) may limit, suspend or terminate monitoring efforts at their discretion. The Monitoring Agreement(s) with the consulting tribe(s) shall be provided to the City of Redlands Development Services Department prior to issuance of any demolition, grading, or construction permits.

153. MM TCR-4: In the event that cultural resources, including historic and pre-contact materials, items of Native American cultural patrimony, or Tribal Cultural Resources are discovered during the course of ground disturbance, the following procedures shall be implemented:

e. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by a qualified archaeologist in coordination with the Native American Monitor(s) from the Consulting Tribe(s). Work on the other portions of the Project, outside of the buffered area, may continue during this assessment period.

f. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s).

g. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the Project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s).

h. Treatment and Final Disposition: The land owner(s) shall relinquish ownership of all items of Native American cultural patrimony and tribal cultural resources (including but not limited to sacred items, burial goods, archaeological artifacts, and non-human remains) that may be discovered. The land owner(s) shall relinquish ownership of tribal cultural resources and items of Native American Cultural Patrimony through one or more of the following methods and provide the City of Redlands with evidence of same:

iv. Accommodate the process for on-site reburial of the discovered items with the Participating Tribes. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and recordation have been completed. A final report which includes associated State DPR Forms, containing an inventory of the items reburied, along with UTM parameters for the reburial location, shall be completed and provided to the City, the Consulting Tribes and filed with the California Historical Resource Information System (CHRIS).

v. A curation agreement with an appropriate qualified repository that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists or researchers for further study. The collections and associated records shall be transferred, including title and associated fees, to an appropriate curation facility.

vi. If more than one Native American Tribe or Band is involved with the Project and cannot come to a consensus as to the disposition of tribal cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated at the San Bernardino County Museum. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

154. MM TCR-5: Discovery of Human Remains. In the event that human remains are encountered on the Project site, the construction contractor's designated Native American Tribal Monitor shall immediately stop all work within 100 feet of the discovery. The Developer shall immediately notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). California Health & Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.

The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

According to California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a

felony (Section 7052).

Building & Safety Division

155. Project shall comply with currently adopted California Building Codes at time of construction document submittal for plan review, including the Building Code (CBC), the California Electrical Code, California Mechanical Code, California Plumbing Code, Building Energy Efficiency Standards (Energy Code), California Green Building Standards Code, and applicable provisions of Title 15 (Buildings and Construction) of the Redlands Municipal Code.

156. Project is located within FEMA Flood zone AO and design will be required to comply with Redlands Municipal Code (RMC) Chapter 15.32.

157. Project shall comply with California Building Code for Building Heights, Area limitations, Fire design features and building separation distances, means of egress, accessibility.

158. A demolition permit is required for removal of existing structures and supporting infrastructure.

159. An analysis by a California registered professional engineer on the changes caused to the floodplain as a result of the water displacement caused by grading and proposed structures.

160. Approved hours for construction activities are: Monday through Friday, 7:00 a.m. to 6:00 p.m.; and Saturday, 7:00 a.m. to 6:00 p.m. No construction is permitted by contractors or subcontractors after hours, on Sundays, or Federal holidays (RMC Chapter 8.06; RMC 8.06.090(F); RMC 8.06.120(G)).

Other City Departments/Divisions

161. The attached conditions of approval from the following City Departments/Divisions are applicable to the project, and are hereby incorporated by reference:

    c. Municipal Utilities & Engineering Department
    d. Fire Department

End of Conditions of Approval

Brian Desatnik
Development Services Director

EXHIBIT C
CONDITIONS OF APPROVAL
MUNICIPAL UTILITIES & ENGINEERING DEPARTMENT

[Attached]

EXHIBIT D
CONDITIONS OF APPROVAL
FIRE DEPARTMENT

[Attached]

RESOLUTION NO. 8337

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS ADOPTING THE INITIAL STUDY AND SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT DOCUMENT PREPARED FOR THE PROPOSED STATE STREET VILLAGE MIXED USE PROJECT.

WHEREAS, Village Partners Ventures, LLC ("Applicant") has submitted an application for General Plan Amendment No. 142 to amend the General Plan land use designation of 1.1 acres from Public/Institutional to Commercial located at the southeast corner of West Citrus Avenue and Eureka Street for the proposed project (APNs: 0171-251-06, 0171-251-07, 0171-251-08, 0171-251-09, 0171-251-10); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1155 and Commission Review and Approval No. 933 to construct a mixed use project with 700 dwelling units and a total of 84,106 square-feet of commercial floor area on approximately 11.15 acres located at the southwest corner of Orange Street and Redlands Boulevard (APNs: 0171-053-01, 0171-053-02, 0171-053-03, 0171-053-04, 0171-053-05, 0171-053-06); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1156 and Commission Review and Approval No. 934 to construct a 14,500 square-foot retail building with drive-through pharmacy window located at the southeast corner of West Citrus Avenue and Eureka Street (APNs: 0171-251-06, 0171-251-07, 0171-251-08, 0171-251-09, 0171-251-10); and

WHEREAS, the Applicant has submitted an application for Tentative Tract Map No. 20425 to merge and subdivide a total of approximately 12.25 acres 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, 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, 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," and 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 sections 21155 (a) and (b));

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; and

WHEREAS, the Project meets the above-referenced four criteria; and

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 is the lead agency for the proposed Project; and

WHEREAS, consistent with CEQA (Pub. Resources Code, § 21000 et seq.) and the State CEQA Guidelines (Cal. Code Regs., title 14, section 15000 et seq.), the City prepared a Draft Sustainable Communities Environmental Assessment ("Draft SCEA") and circulated that Draft SCEA for public review and comment for a period of thirty (30) days beginning on November 5, 2021, and ending on December 6, 2021; 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 November 4, 2021; and

WHEREAS, the NOA and NOI to adopt a Sustainable Communities Environmental Assessment was posted for public review/comment by the San Bernardino County Clerk of the Board on November 5, 2021, and by the State Clearinghouse website on November 5, 2021; 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 April 12, 2022, the Planning Commission held a public hearing at the City Council Chambers on at a regularly scheduled 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 April 29, 2022, notice of the public hearing before the City Council and the Planning Commission 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 May 10, 2022, the Planning Commission 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, and made a recommendation to the City Council; and

WHEREAS, on May 10, 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 Project is subject to the California Environmental Quality Act ("CEQA") and the City has prepared an Initial Study and SCEA for the Project, exercised its own independent judgment and analysis and there is no substantial evidence that the 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 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 Council 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 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;
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 4. Adoption of the Environmental Document. The SCEA is hereby adopted by the City Council in compliance with CEQA.

Section 5. Adoption of Mitigation Monitoring and Reporting Program. In accordance with Public Resources Code section 21081.6, the City Council hereby adopts the Mitigation Monitoring/Reporting Program attached to the SCEA, and all mitigation measures are included as conditions of approval for the Project.

Section 6. 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 7. 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 8. Effective Date. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED, AND APPROVED this 10th day of May, 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 10th day of May, 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Jeanne Donaldson, City Clerk

RESOLUTION NO. 8338

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS APPROVING GENERAL PLAN AMENDMENT NO. 142 FOR APPROXIMATELY 1.1 ACRES LOCATED AT THE SOUTHEAST CORNER OF EUREKA STREET AND WEST CITRUS AVENUE TO THE 'COMMERCIAL' LAND USE DESIGNATION AS A PART OF THE PROPOSED STATE STREET VILLAGE PROJECT.

WHEREAS, Village Partners Ventures, LLC ("Applicant") has submitted an application for General Plan Amendment No. 142 to amend the General Plan land use designation of 1.1 acres from Public/Institutional to Commercial located at the southeast corner of West Citrus Avenue and Eureka Street for the proposed project (APNs: 0171-251-06-0000, 0171-251-07-0000, 0171-251-08-0000, 0171-251-09-0000, 0171-251-10-0000); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1156 and Commission Review and Approval No. 934 to construct a 14,500 square-foot retail building with drive-through pharmacy window located at 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); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1155 and Commission Review and Approval No. 933 to construct a mixed use project with 700 dwelling units and a total of 84,106 square-feet of commercial floor area on approximately 11.15 acres located at the southwest corner of Orange Street and Redlands Boulevard (APNs: 0171-053-01-0000, 0171-053-02-0000, 0171-053-03-0000, 0171-053-04-0000, 0171-053-05-0000, 0171-053-06-0000); and

WHEREAS, the Applicant has submitted an application for Tentative Tract Map No. 20425 to merge and subdivide a total of approximately 12.25 acres for development purposes for the Project; and

WHEREAS, the above-referenced applications filed with the City are referred to hereinafter as the "Project" and "Project Entitlements;" and

WHEREAS, the Planning Commission has reviewed the Project, and found the Project 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 users 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 proposed land use as a retail store located at the southeast corner of West Citrus Avenue and Eureka Street is permitted (and drive-through window subject to approval of a Conditional Use Permit) in the C-3, General Commercial zoning district wherein the subject property is located; and

WHEREAS, on April 12, 2022, the Planning Commission held a public hearing at the City

Council Chambers on at a regularly scheduled 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 General Plan Amendment No. 142, and considered the testimony and other public comments submitted by members of the public; and

WHEREAS, on April 29, 2022, notice of the public hearing before the City Council for General Plan Amendment No. 142, 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 May 10, 2022, the Planning Commission held a public hearing at the City Council Chambers, considered General Plan Amendment No. 142, and made a recommendation to the City Council; and

WHEREAS, on May 10, 2022, the City Council held a public hearing at the City Council Chambers, and determined that approval of General Plan Amendment No. 142 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. California Environmental Quality Act. In accordance with City Council Resolution No. 8337, the Sustainable Communities Environmental Assessment prepared for the Project has been adopted in compliance with the California Environmental Quality Act.

Section 2. General Plan Consistency. The proposed amendment to 'Commercial' land use for five parcels located at the southeast corner of West Citrus Avenue and Eureka Street will be consistent with the surrounding properties, is consistent with the existing zoning designation as General Commercial (C-3), and will be consistent with the existing and future land uses on the subject properties.

Section 3. Approval of General Plan Amendment. The requested General Plan Amendment No. 142 to the 'Commercial' land use designation for approximately 1.1 acres located on the south side of West Citrus Avenue between Eureka Street and South Fourth Street, 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 10th day of May, 2022.

_____
Paul T. Barich, Mayor

ATTEST:

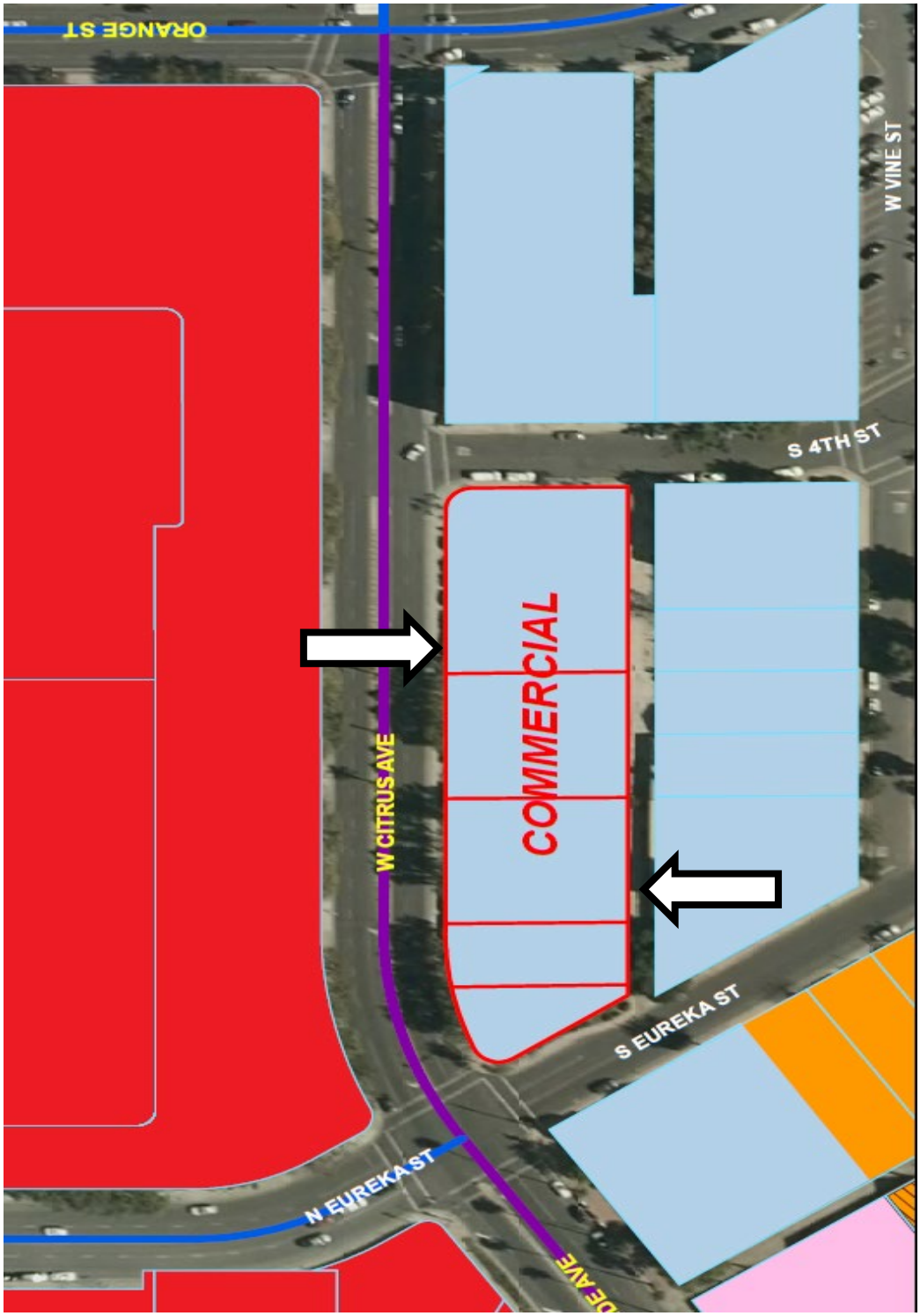
_____
Jeanne Donaldson, City Clerk

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 10th day of May, 2022.

AYES:
NOES:
ABSENT:
ABSTAINED:

_____
Jeanne Donaldson, City Clerk

EXHIBIT A
GENERAL PLAN AMENDMENT AREA



RESOLUTION NO. 8339

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS APPROVING CONDITIONAL USE PERMIT NO. 1155 AND APPROVING COMMISSION REVIEW AND APPROVAL NO. 933, FOR THE REDLANDS MALL SITE AND THE SOUTHEAST CORNER OF EUREKA STREET AND WEST CITRUS AVENUE.

WHEREAS, Village Partners Ventures, LLC ("Applicant") has submitted development applications for Conditional Use Permit No. 1155 and Commission Review and Approval No. 933 to construct a mixed use project with 700 dwelling units and a total of 84,106 square-feet of commercial floor area on approximately 11.15 acres located at the southwest corner of Orange Street and Redlands Boulevard (APNs: 0171-251-06-0000, 0171-251-07-0000, 0171-251-08-0000, 0171-251-09-0000, 0171-251-10-0000); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1155 and Commission Review and Approval No. 933 to construct a 14,500 square-foot retail building with drive-through pharmacy window located at 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); and

WHEREAS, the Applicant has submitted an application for Tentative Tract Map No. 20425 to merge and subdivide a total of approximately 12.25 acres for development purposes, plus condominium airspace units; 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 Project, and found the Project 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 users 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 Project, found the Project to be consistent with the City's 2021-2029 Housing Element, and that the proposed mixed use Project will provide up to 700 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 vacant Redlands Mall properties will result in up to approximately 84,106 square-feet of new retail, commercial, restaurant, and office uses 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, on April 12, 2022, the Planning Commission held a public hearing at the City Council Chambers on at a regularly scheduled 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 April 29, 2022, notice of the public hearing before the City Council and the Planning Commission 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 May 10, 2022, the Planning Commission held a public hearing at the City Council Chambers, considered the proposed Project and related entitlement applications, and considered the testimony and other public comments submitted by members of the public, and made a recommendation to the City Council; and

WHEREAS, on May 10, 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. 8337, the Sustainable Communities Environmental Assessment prepared for the project has been adopted in compliance with the California Environmental Quality Act.

Section 2. Determination of General Plan Consistency. The Project is consistent with the existing General Plan land use designation as 'Commercial' and applicable policies for the 11.15 acres located at the southwest corner of Orange Street and Redlands Boulevard. The mixed use Project will satisfactorily implement the Transit Villages Concept and strategy in the 2035 General Plan to the extent feasible. Upon approval of General Plan Amendment No. 142 to the 'Commercial' land use designation for approximately 1.1 acres located at the southeast corner of West Citrus Avenue and Eureka Street (shown in Exhibit "A" attached hereto), the proposed single-tenant retail use will be consistent.

Section 3. Findings for Approval of Conditional Use Permit No. 1155. The proposed Conditional Use Permit No. 1155 is hereby approved based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "A"), Municipal Utilities and Engineering Department (Exhibit "B"), and Fire Department (Exhibit "C") attached hereto:

1. That the proposed development will not adversely affect the applicable land use plans

of the city.

The 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 650 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 Project will not be detrimental to the public health, safety and welfare. The 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. The conceptual site plan indicates vehicular access will be provided by a new extension of West State Street (to the west of Orange Street) to connect to a new extension of Third Street. The proposed new street extensions will result in a street grid similar to that which existed prior to construction of the Redlands Mall in the mid-1970s, which will result in shorter block lengths that are more convenient to pedestrians and pedestrian-oriented design. There will be no anticipated conflicts or hazards in terms of vehicle traffic or pedestrians traveling along Orange Street, Redlands Boulevard, Eureka Street, Citrus 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 Project 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 for the mixed use development is within 500 to 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 (retail, restaurant, and office) subject to approval of a Conditional Use Permit. The proposed site plan includes extensions of West State Street and Third Street similar to the historical street pattern prior to the Mall's development, and will enable multiple means of multi-modal transportation including direct pedestrian access to the downtown train platforms. The proposed floor plans of the new building (e.g., with commercial uses on ground floors and residential uses on upper and ground floors) are appropriate for the mix of land uses. 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 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 4. Findings for Approval of Commission Review and Approval No. 933. The proposed Commission Review and Approval No. 933 is hereby approved based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "A"), Municipal Utilities and Engineering Department (Exhibit "B"), and Fire Department (Exhibit "C") 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 11.15 acres in size and meets the requirements of the C-3, General Commercial zone for the construction of five mixed use buildings including the required building setbacks, public and private landscape areas, required on-site parking, and other required site improvements. The Project, with a total of 700 dwelling units (i.e., a combined total of approximately one million square-feet for residential uses and amenities) and a total of 84,106 square-feet for commercial space, is consistent with the current General Plan designation for the site and the immediate surroundings. Surrounding and nearby properties have existing uses which include many downtown businesses (retail, restaurants, offices, personal services, medical and dental services, etc.), a movie theatre, a Post Office, Police Annex, Smiley Library, public parks, Redlands Civic Center, public utility building, CVS Pharmacy (proposed to be relocated across West Citrus Avenue), downtown train station, and a variety of entertainment and cultural amenities.

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 site for the proposed mixed uses 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 will be consistent with the 2035 General Plan, Figure 5-5 (Roadway Classification), in that Redlands Boulevard along the project site's northerly frontage is designated a "Boulevard," West Citrus Avenue along the project site's south frontage is designated as a "Major Arterial," Orange Street and Eureka Street are designated as "Minor Arterial," and State Street and Third Street are designated as "Local Roads." The proposed mixed use project will ultimately generate slightly more vehicle traffic than the prior Redlands Mall (multi-tenant retail uses), and the existing and proposed street network will be adequate to serve the proposed use.

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. All required vehicle parking will be provided entirely on private property (subterranean parking garages and one above-ground parking structure) and will meet the requirements of the Redlands Municipal Code, with access to Redlands Boulevard, Eureka Street, and Orange Street.

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 imposed on the Project are adequate to protect the public health, safety and general welfare. The project will also comply with development and design standards and the applicable provisions of the Redlands Municipal Code.

Section 5. Effective Date. This Resolution shall take effect upon adoption.

ADOPTED, SIGNED AND APPROVED this 10th day of May, 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 10th day of May, 2022.

AYES:
NOES:
ABSENT:
ABSTAINED:

_____
Jeanne Donaldson, City Clerk

EXHIBIT "A"

CONDITIONS OF APPROVAL
DEVELOPMENT SERVICES DEPARTMENT
(CUP No. 1155 & CRA No. 933)

Planning Division

1. This permit/approval for Conditional Use Permit No. 1155 and Commission Review and Approval No. 933 is issued for the "State Street Village" project generally described as the following:
   a. Five (5) multistory buildings consisting of four (4) mixed use buildings and one (1) residential building with private amenities for the project's residents;
   b. Up to seven hundred (700) multifamily dwelling units, to include apartments and condominiums;
   c. Up to 10,000 square-feet of floor area for commercial/office uses on the upper floors of Building 2 (such as professional, administrative, financial, medical, and similar administrative and professional uses as listed in the Transit Villages Specific Plan for the Village Center district);
   d. Up to 74,106 square-feet of floor area for retail and commercial uses including on-site alcoholic beverage sales for bone-fide restaurants (to include retail stores, quick-serve and sit-down restaurants, personal services, retail commercial services for consumers, professional office uses, and similar retail/commercial uses);
   e. Common recreational open space (privately-owned with private access) both indoors and outdoors for use by the project's residents and residential guests;
   f. Public open space (privately-owned and available for the general public's use) in the form of pedestrian walkways and paseos, outdoor seating and dining areas, planters and landscape areas, central public plaza (note: see Condition No. 19), and other pedestrian amenities typical in a pedestrian-oriented and transit-oriented development;
   g. New extension of West State Street (from Orange Street to Third Street), and new extension of Third Street (from Redlands Boulevard to Citrus Avenue);
   h. Frontage and street improvements in accordance with the civil engineering plans;
   i. Construction phasing shall be consistent with the Phasing Plan submitted by the Applicant and attached to this Resolution.

2. This permit/approval for a Conditional Use Permit and Commission Review and Approval shall automatically expire 24 months after the approval date (will expire on May 10, 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), 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 May 4, 2022 ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions.

7. Prior to issuance of any building or engineering permits for any building or phase of the mixed use development project, a Notice of Land Use Restrictions and Conditions (on a form provided and approved by the City) shall be recorded on all current and future Assessor's Parcel Number(s) for the subject property.

8. The issuance of any permits shall comply with all applicable provisions of the Redlands

Municipal Code.

9. 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.

10. 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.

11. 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.

12. The proposed central public plaza (approximately one-half acre in size) located at the new intersection of West State Street and Third Street is approved in concept only. A final proposal for design and activity programming for the plaza area has not been prepared or submitted for review. Prior to issuance of any grading, engineering, building, or other permits for the plaza area, the Developer shall prepare a final design proposal and shall be subject to subsequent and separate review and approval with a Commission Review and Approval process in accordance with Chapter 18.12 of the Redlands Municipal Code. The Commission Review and Approval permit shall be reviewed by the Planning Commission.

13. A copy of the approved Conditions of Approval shall be included on the cover page of the construction plans submitted to the Building Division.

14. 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.

15. 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. Parallel (or 0-degree) parking spaces (within the Building 4 subterranean garage and on-street parking) shall be a minimum of 8'0" in width and 24'0" in length. 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 new 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.

16. 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.

17. 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. Minimum required dimensions are not less than: ten feet (10') in width; twenty feet (20') in length; and fourteen feet (14') in height without overhead obstruction from buildings, street trees, or other structures.

18. Prior to issuance of a building permit, Developer shall submit final exterior building material(s) and color scheme for review and approval by the Development Services Director 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.

19. The proposed central public plaza (at the intersection of the new West State Street and Third Street extensions) shall be subject to subsequent design review and final design/ programming approval prior to issuance of any building permit(s) for Building 1. The design review process shall be conducted with a Commission Review and Approval permit, and subject to review and approval by the Planning Commission.

20. Prior to issuance of a building permit for a building or phase, Developer shall submit landscape and irrigation construction plans for the building, site, or phase. Approved preliminary landscape plans (for shrubs and groundcovers) are conceptual and not adequate for construction, and require a greater level of detail and a precise planting plan prior to construction permit issuance. 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 (i.e., to remove visual obstructions such as trees within a driver's line of sight toward oncoming traffic) or corner intersections; avoiding excessive use of decorative rock, gravel, or wood chips as a substitute for organic groundcover; and avoid creating the appearance of any "green wall" (e.g., *Ligustrum texanum* (columnar), *Prunus caroliniana*, etc.) that provides continuous opaque screening more than 5'0" high around the site perimeter or street-side planters of the project site.

21. 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.

22. 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.

23. 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.

24. 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.

25. 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).

26. 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%).

27. 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.

28. 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.

29. 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.

30. 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.

31. Where any public sidewalks are adjacent to slopes or parkways with slopes (e.g., downslopes), a 6” concrete curb may be required to be constructed with the sidewalk. Hand railings or guard rails should be avoided, if feasible. Prior to permit issuance, Developer shall identify any areas with slopes and parkways on the civil plans and identify construction of a 6” concrete curb as-needed (such as the southeast corner of the project site abutting Citrus Avenue).

32. The project site shall be kept in a weed and dust free condition throughout all periods of construction.

33. 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 Development Services Director or designee, and may be modified by the City after approval to mitigate any unanticipated impacts or public nuisance conditions.

34. 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 and Engineering Department and/or the Facilities and Community Services Department, or their designee(s), as applicable.

35. Prior to issuance of a Certificate of Occupancy for a building or phase, Developer shall remove all construction materials and vehicles from the subject property.

36. 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.

37. Commercial Parking: All commercial parking for the retail, restaurant, office, and commercial components of the mixed use project (a total of 274 spaces required based on square-footage) are located in the above-ground parking structure within Building 2 located at the southwest corner of Redlands Boulevard and Orange Street. 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.

38. Residential Tenant Parking: All required residential tenant parking for the residential components of the mixed use project (a total of 700 spaces required, and 777 provided) shall be provided in each building to serve the total dwelling units within that building. Building 1 requires 392 resident spaces (and 394 provided in the subterranean garage), Building 2 requires 140 resident spaces (and 140 provided in the parking structure), Building 3 requires 21 resident spaces (and 21 provided in the subterranean garage), Building 4-A requires 103 resident spaces and Building 4-B requires 114 resident spaces (and a total of 222 spaces provided in the shared subterranean garage).

    a. A Residential Parking Plan shall be required for the project, and shall be subject to review and approval by the Development Services Director or designee. The Residential Parking Plan may be modified after approval by the City to mitigate any unanticipated impacts or public nuisance conditions. The on-site Property Manager or property management company shall be responsible for monitoring and enforcing the parking management plan.
    b. All residential tenant parking spaces shall be located in the same building in which the assigned dwelling unit is located.

c. 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.
d. 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 shall not be subject to the unbundling provision.

39. Residential Guest Parking: All residential Guest parking for the residential components of the mixed use project (a total of 175 spaces required, and 175 provided) are provided in the above-ground parking structure within Building 2 located at the southwest corner of Redlands Boulevard and Orange Street. As such, Building 2 shall be required to provide and maintain in good condition all required residential Guest parking for all other owners and tenants located within Buildings 1, 2, 3, 4-A and 4-B (i.e., the mixed use development).

a. 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.
b. The owner or management company shall not rent or charge a separate fee for residential Guest parking spaces.
c. 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.

40. On-Street Parking: All on-street parking (either on public or private streets) shall be available on a first-come, first-serve basis, and the owner shall not designate, reserve, stripe, sign, or otherwise restrict on-street parking spaces for any individual residential or commercial tenant. The owner or management company shall be responsible for maintaining, repairing, or improving any privately-owned on-street spaces (i.e., along West State Street and Third Street extensions within the mixed use development).

41. Loading Zones: A minimum of the following shall be required for each new building based on commercial square-footage (per building) and RMC Chapter 18.164, Article IV, and precise location to be finalized in Plan Check prior to issuance of construction permits:

a. Building No. 1 with two (2) designated loading zones, which shall be placed along the Third Street frontage, Citrus Avenue frontage, and/or Eureka Street frontage.
b. Building No. 2 with two (2) designated loading zones, which shall be placed along the West State Street frontage, on the Orange Street frontage, and/or along the

Redlands Blvd. frontage. If re-striping of Orange Street to one southbound lane cannot be accommodated, then no Loading Zone shall be placed on Orange Street, and an alternative location shall be provided.

c. Building No. 3 is not required to provide any commercial loading zones.
d. Building No. 4-A with one (1) designated loading zone, which shall be placed along the Citrus Avenue frontage and/or the West State Street frontage.
e. Building No. 4-B with one (1) designated loading zone, which shall be placed along the Citrus Avenue frontage and/or the West State Street frontage. If re-striping of Orange Street to one southbound lane cannot be accommodated, then no Loading Zone shall be placed on Orange Street, and an alternative location shall be provided.
f. Minimum required Loading Zone dimensions are not less than: ten feet (10') in width; twenty feet (20') in length; and fourteen feet (14') in height without overhead obstruction from buildings, street trees, or other structures.
g. Commercial loading and unloading activities for Buildings 1, 2, 4-A and 4-B 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.

42. Prior to issuance of off-site improvements for West Citrus Avenue, the proposed median relocation in West Citrus Avenue (for purposes of implementing Complete Streets concepts to include bicycle and pedestrian network connectivity) and design and improvements shall be coordinated with the Development Services, Municipal Utilities and Engineering, and Facilities and Community Services departments.

a. A pedestrian crosswalk including ADA-accessibility shall be installed to align with the Third Street extension within the State Street Village development and shall include: pavement markings, flashing safety lighting, in-pavement LED lighting, signs, and other improvements as required by the City Engineer.
b. A pedestrian deterrent (e.g., decorative fence or plantings) may be installed within the median for pedestrian and traffic safety.
c. Prior to issuance of a street improvement permit for West Citrus Avenue, the planting plan shall be coordinated with the Facilities and Community Services Department to ensure a consistent street theme and aesthetic appearance with other City streets to the extent practicable.

43. 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.

44. Noise Notification: As a required element of lease disclosures to potential tenants, residents of the mixed use 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.

45. Prior to issuance of any buildings permits for any building, the Developer shall prepare and submit a Trash Management Plan for the mixed use development. 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 and 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.

    a. Each building and building pad shall be designed to accommodate all necessary refuse storage rooms, bins and containers, hallways, access paths, and other structural elements to be completely enclosed and internal to the building. Refuse and recycling storage rooms and all bins or containers shall be completely screened from view from any streets (when not placed outdoors for scheduled pick-up and hauling).

46. 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., new or relocated bus stop location along Redlands Boulevard abutting the project site), in accordance with RMC Section 18.224.020(F).

    a. Omnitrans stated the existing downtown bus stop (hub for three bus routes) is likely to be relocated further to the west (e.g., westerly of the Third Street intersection or possibly nearer the Eureka Street intersection) to avoid potential conflicts of traffic movements created by the construction of Building 2 and two new access driveways on Redlands Boulevard immediately adjacent to the existing bus stop. Developer shall coordinate placement of the relocated bus stop on the new 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).

    b. 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 final location.

47. 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 mixed use building (or one building if multiple buildings are connected internally) or 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.

48. If any bollards or similar devices are used along street frontages for pedestrian safety (e.g., plaza area, West State Street extension), then bollards or the equivalent shall be decorative and subject to review and approval by the Development Services Director or designee in Plan Check prior to permit issuance. If any steel bollards or pour-in-place bollards are installed, they shall only be installed for protecting utility devices (e.g., transformers above-ground) and shall be painted a dark color (e.g., dark green, brown, or black) to blend with surrounding landscape screening.

49. 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.

50. A Sign Program shall be required for the commercial portions of the project with a multi-tenant mixed use building (e.g., for commercial tenants of Buildings 1, 2, 4-A and 4-B). 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

51. This Vesting Tentative Tract Map No. 20425 authorizes the subdivision of a total of approximately 12.24 acres as follows: approximately 11.15 acres located on the Redlands Mall site subdivided into seven (7) lots for development purposes plus condominium dwelling units located at the southwest corner of Redlands Boulevard and Orange Street; and approximately 1.1 acres located at the southeast corner of Citrus Avenue and Eureka Street subdivided into one (1) new commercial lot for a new retail store.

52. This Vesting 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. This Vesting Tentative Subdivision Map is approved for phases, and

filing of multiple Final Maps may extend the expiration in accordance with the applicable provisions of the Subdivision Map Act.

53. This permit/approval is granted for the plans dated April 4, 2022 ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions.

54. The Final Tract Map(s) shall comply with the Subdivision Map Act and the Redlands Municipal Code (RMC).

55. The Final Tract Map(s) shall be in substantial conformance with the Vesting Tentative Tract Map and plans submitted by the applicant and placed on file in the office of the Planning Division.

56. 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.

57. 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.

58. Residential condominium construction or future condominium conversions 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. The proposed condominium project shall comply with all requirements of building, fire and housing codes, zoning provisions, and other applicable regulations in effect at the time of the application.

59. Noise Notification and Signage and Marketing Requirements: As a required element of disclosure to potential condominium purchasers, potential buyers within the mixed use 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). Signage and Marketing Requirements shall be performed consistent with the regulations contained in RMC Chapter 17.28 (specifically, Sections 17.28.030 and 17.28.050) to advise buyers of the existing commercial zoning and noise environment.

60. 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.

61. Prior to Final Tract Map clearance, the applicant shall submit one (1) copy of each of the final Articles of Incorporation, Bylaws of the Homeowners' Association, and Declaration of Covenants, Conditions, and Restrictions (CC&Rs) to the Planning Division for review and approval. After recordation of the final CC&Rs, two (2) copies of said recorded CC&Rs shall be submitted to the Planning Division.

62. The applicant shall include the following within the CC&Rs:

a. The CC&Rs shall identify that all sewer lines connecting each unit to the existing public sewers are privately owned, maintained, and operated by the Homeowners' Association.

b. The CC&Rs shall designate that it is the responsibility of the Homeowners' Association to obtain appropriate waste containers to facilitate recycling and to instruct tenants and owners on how to participate in the City's recycling program.

c. The establishment of reserves for common area maintenance and repairs shall be provided.

d. Each condominium dwelling unit shall be provided a minimum of one (1) parking space for units up to 999 square-feet, one and one-half (1.5) parking spaces for units between 1,000 to 1,499 square-feet, and two (2) parking spaces for each unit of 1,500 square-feet or greater. Each parking space shall be located in a fully enclosed garage or parking structure. These residential tenant parking spaces shall be permanently and irrevocably assigned to particular units within the project. In addition, one-half (0.5) open guest parking spaces for each condominium dwelling unit shall be provided (and shall be located either on-site in the parking garage for the same building within which the dwelling unit is located, or within the Building 2 parking structure at the southwest corner of Redlands Boulevard and Orange Street).

e. The CC&Rs shall prohibit the storage or parking of trailers, boats, mobile homes, recreational vehicles, and inoperable vehicles.

f. Any amendments to the CC&Rs, which would affect the parking facilities, common areas, waste recycling, or which would alter the description of land and improvements or maintenance reserve accounts governed by said CC&Rs shall first require the written approval of the City of Redlands.

g. The condominium units shall be constructed and maintained in accordance with the development standards contained in Chapter 18.156 of the Redlands Municipal Code, Article IV (Condominiums and Condominium Conversions), if applicable.

h. The CC&Rs shall designate that any required guest parking spaces shall be owned, maintained, and operated by the Homeowners' Association.

63. Prior to Tract Map clearance, the applicant must obtain a building permit showing occupancy to be condominiums for the applicable dwelling units.

<u>SCEA Mitigation Measures (MM), Project Design Features (PDF), and/or Existing Plans, Programs, Policies (PPP):</u>

64. PDF AQ-1: Tier III Equipment. Project construction will utilize equipment during demolition, grading, and site preparation phases that equal or exceed Environmental Protection Agency (EPA) and California Air Resource Board (CARB) Tier III engine emissions standards.

65. 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.

66. 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.

67. 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.

68. 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.

69. 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.

70. 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.

71. 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 paleontologist selected from the roll of qualified paleontologists maintained by the County, 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 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.

72. PPP HAZ-1: California UST Regulations. Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside County Environmental Health Division, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored)

in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).

73. 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.

74. 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.

75. 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.

76. 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).

77. 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.

78. 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.

79. MM TCR-1: The archaeologist shall develop a Cultural Resources Management Plan and include the specifics as to how each Project mitigation measure will be carried out. Any and all cultural documents created as a part of the project (Tribal Cultural Resources Management Plan, Monitoring and Treatment Plans, isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency and disseminated to consulting tribe(s) for review. The Cultural Resource Management Plan shall incorporate:

a. Project grading and development scheduling. Native American Monitor(s) should attend and be present at the pre-construction meeting to establish communication protocols, cultural sensitivity, and provide information and/or training to construction contractors.

b. A schedule for monitoring during initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), this may include, but is not limited to, archaeological testing, and data recovery on the Project site, if determined appropriate. The Cultural Resource Management Plan shall include scheduling, safety requirements, and duties, based on the scope of work, and address the Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with the Project Archaeologist.

c. The protocols and stipulations that the Applicant, Native American Tribal Monitor(s), Project Archaeologist, and City of Redlands shall follow in the event that cultural resources, items of Native American cultural patrimony, or tribal cultural resources are inadvertently discovered during the course of Project related ground disturbing activities.

80. MM TCR-2: If significant tribal cultural resources are discovered and avoidance or relocation cannot be ensured, the City shall engage in discussions with the Consulting Tribes to determine the best course of action for preservation of the resource.

81. MM TCR-3: Designated Native American Monitor(s) from the consulting tribe(s), who wish to partake in the monitoring program, shall be present during all initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), which may include but is not limited to testing, and date recovery if determined appropriate. If initial ground-disturbing activities yield no discoveries of tribal cultural resources, the Consulting Tribe(s) may limit, suspend or terminate monitoring efforts at their discretion. The Monitoring Agreement(s) with the consulting tribe(s) shall be provided to the City of Redlands Development Services Department prior to issuance of any demolition, grading, or construction permits.

82. MM TCR-4: In the event that cultural resources, including historic and pre-contact materials, items of Native American cultural patrimony, or Tribal Cultural Resources are discovered during the course of ground disturbance, the following procedures shall be

implemented:

a. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by a qualified archaeologist in coordination with the Native American Monitor(s) from the Consulting Tribe(s). Work on the other portions of the Project, outside of the buffered area, may continue during this assessment period.

b. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s).

c. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the Project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s).

d. Treatment and Final Disposition: The land owner(s) shall relinquish ownership of all items of Native American cultural patrimony and tribal cultural resources (including but not limited to sacred items, burial goods, archaeological artifacts, and non-human remains) that may be discovered. The land owner(s) shall relinquish ownership of tribal cultural resources and items of Native American Cultural Patrimony through one or more of the following methods and provide the City of Redlands with evidence of same:

   i. Accommodate the process for on-site reburial of the discovered items with the Participating Tribes. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and recordation have been completed. A final report which includes associated State DPR Forms, containing an inventory of the items reburied, along with UTM parameters for the reburial location, shall be completed and provided to the City, the Consulting Tribes and filed with the California Historical Resource Information System (CHRIS).

   ii. A curation agreement with an appropriate qualified repository that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists or researchers for further study. The collections and associated records shall be transferred, including title and associated fees, to an appropriate curation facility.

   iii. If more than one Native American Tribe or Band is involved with the Project and cannot come to a consensus as to the disposition of tribal cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated at the San Bernardino County Museum. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

83. MM TCR-5: Discovery of Human Remains. In the event that human remains are encountered on the Project site, the construction contractor's designated Native American Tribal Monitor shall immediately stop all work within 100 feet of the discovery. The Developer shall immediately notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). California Health & Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.

    The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

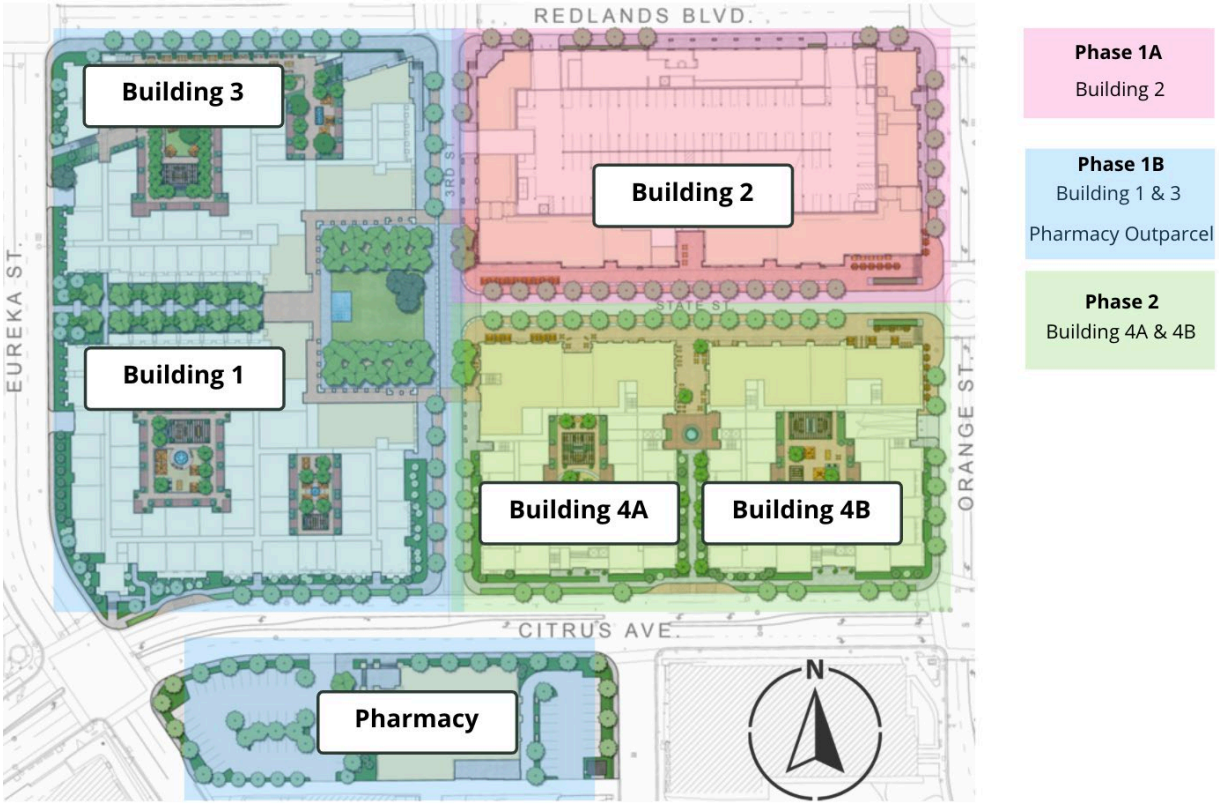
    According to California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052).

84. The approved Phasing Plan for the project (prepared and submitted by the Applicant) shall be implemented as described on the following two pages.

State Street Village
Phasing Description
Alternative 1

Phase	*Building*	*Residential*	*Non Residential*	*Parking*
Phase 1A	Building 2	134 DU	32,000 SF Retail 12,000 SF Office	686 Parking Spaces
Phase 1B	Building 1, Building 3, and Pharmacy	364 DU	B1: 15,000 SF Retail Pharmacy: 14,500 SF Retail	B1: 415 Parking Spaces Pharmacy: 61 Parking Spaces
Phase 2A	Building 4A & 4B	202 DU	24,000 SF Retail	225 Parking Spaces
TOTALS		700 DU	85,500 SF Retail	1,326 Parking Spaces

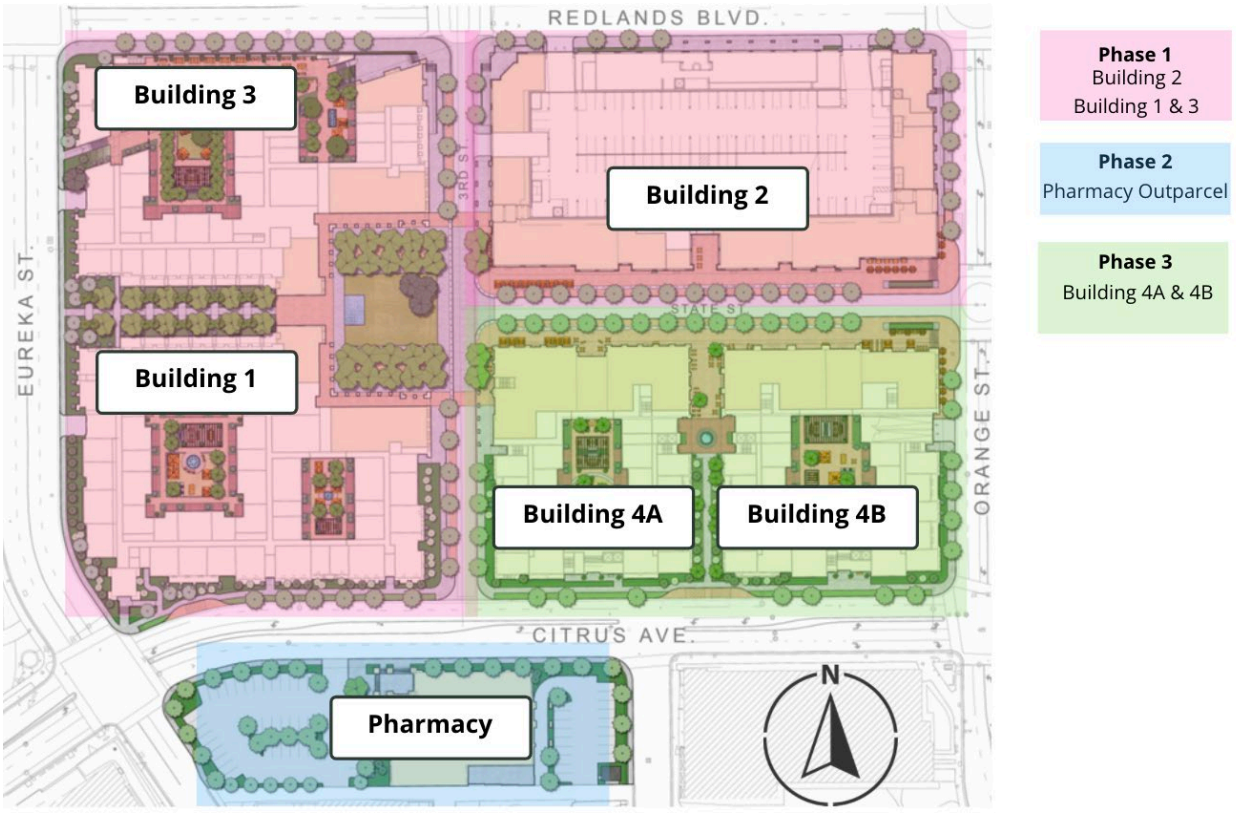
			12,000 SF Office	



[*Staff Note:* In this alternative, with Building 2 constructed first (i.e., five-level parking structure), it will provide all the commercial parking for State Street Village (minimum of 274 spaces) plus the residential guest parking (minimum of 175 spaces).]

State Street Village
Phasing Description
Alternative 2

Phase	*Building*	*Residential*	*Non Residential*	*Parking*
Phase 1	Building 2, Building 1, Building 3	498 DU	B2: 32,000 SF Retail B2: 12,000 SF Office B1: 15,000 SF Retail	B2: 686 Parking Spaces B1: 415 Parking Spaces
Phase 2	Pharmacy	0 DU	Pharmacy: 14,500 SF Retail	Pharmacy: 61 Parking Spaces
Phase 3	Building 4A & 4B	202 DU	24,000 SF Retail	225 Parking Spaces
TOTALS		700 DU	85,500 SF Retail 12,000 SF Office	1,326 Parking Spaces



[*Staff Note:* In this alternative, if B1 and B3 are constructed before B2 (i.e., the parking structure), then the existing parking lot on the south side of Citrus Avenue between Eureka and Fourth Streets shall provide 142 spaces to provide the commercial parking and residential guest parking for B1 and B3 (142 minimum) until the B2 parking structure is available to provide the required residential guest parking and commercial parking for B1 and B3.]

85. Prior to recordation of a Final Map, the Developer shall dedicate to the City a non-exclusive easement(s) for the benefit of the City for purposes of public access across private streets, sidewalks, and paseos to provide access for pedestrians, bicycles, and vehicles (such as commercial customers and employees as well as residential guests). Developer shall be responsible for the maintenance, repair, and replacement of private streets, sidewalks, and paseos within the development.

Building & Safety Division

86. Project shall comply with currently adopted California Building Codes at time of construction document submittal for plan review, including the Building Code (CBC), the California Electrical Code, California Mechanical Code, California Plumbing Code, Building Energy Efficiency Standards (Energy Code), California Green Building Standards Code, and applicable provisions of Title 15 (Buildings and Construction) of the Redlands Municipal Code.

87. Project is located within FEMA Flood zone AO and design will be required to comply with Redlands Municipal Code (RMC) Chapter 15.32.

88. Project shall comply with California Building Code for Building Heights, Area limitations, Fire design features and building separation distances, means of egress, and accessibility.

89. A demolition permit is required for removal of existing structures and supporting infrastructure.

90. An inspection and structural analysis of Zanja Channel Storm Drain along Lots 1, 2 and 6 shall be performed, and any recommended repairs to the existing storm drain and/or design recommendations to structures adjacent to Storm Drain shall incorporated into plan submittal.

91. An analysis by a California registered professional engineer on the changes caused to the floodplain as a result of the water displacement caused by grading and proposed structures.

92. Residential condominium construction or future condominium conversions 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. The proposed condominium project shall comply with all requirements of building, fire and housing codes, zoning provisions, and other applicable regulations in effect at the time of the application.

93. Approved hours for construction activities are: Monday through Friday, 7:00 a.m. to 6:00 p.m.; and Saturday, 7:00 a.m. to 6:00 p.m. No construction is permitted by contractors or subcontractors after hours, on Sundays, or Federal holidays (RMC Chapter 8.06; RMC 8.06.090(F); RMC 8.06.120(G)).

Other City Departments/Divisions

94. The attached conditions of approval from the following City Departments/Divisions are applicable to the project, and are hereby incorporated by reference:

a. Municipal Utilities & Engineering Department
b. Fire Department

End of Conditions of Approval

Brian Desatnik
Development Services Director

EXHIBIT "B"

CONDITIONS OF APPROVAL
MUNICIPAL UTILITIES & ENGINEERING DEPARTMENT

[ATTACHED]

REDLANDS MUNICIPAL UTILITIES AND ENGINEERING DEPARTMENT
DEVELOPMENT REQUIREMENTS
TENTATIVE TRACT NO. 20425
CONDITION USE PERMIT NO.S 1155 AND 1156
COMMISSION REVIEW AND APPROVAL NO.S 933 AND 934
Joint Meeting – Planning Commission and City Council

Date of P.C. Meeting:	**May 10, 2022**
Applicant:	**Village Partners Ventures, LLC**
Location:	**Southwest Corner of Redlands Boulevard and Orange Street and the Southeast Corner of Citrus Avenue and Eureka Street**
Project Description:	**Redevelop Redlands Mall with a Transit-Oriented Development with Mixed Uses and Construct a New Single-Tenant Retail Building**

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 17.07.030)
   b. Geotechnical Report; (RMC 17.07.040)
   c. Easement Documents. (RMC 17.09.050)

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 TRACT MAP.

1. Pay plan check fee as established per resolution. The amount will be determined at plan check submittal. (City Resolution No. 7671)

2. Plans required to be submitted shall include (RMC 17.17.060):
    a. Tract Map;
    b. Street Improvement;
    c. Storm Drain Construction;
    d. Pavement Striping and Signage Plans (including reflectorized pavement markers);
    e. Street Tree Installation – Street trees shall be provided as per the approved Street Tree List;
    f. Traffic Signal Modification;

g. 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;
h. Potable Water Main Installation;
i. Recycled Water Main Installation;
j. Sewer Main Installation; and
k. 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 17.09.060):
   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 Tract 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);
   - Sewer 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.

10a. Requirements for Redlands Boulevard, Eureka Street to 3rd Street (RMC 17.15 and 17.17):

a. Dedicate to provide for a minimum 49 foot half street right-of-way width including a corner cutoff/radius at the property line return to accommodate all pedestrian ramps and a 25 foot radius curb return at Eureka Street;
b. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
c. Construct standard curb and gutter 39 feet south side of monumented centerline;
d. 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;
e. Apply thermoplastic striping and markings to provide for 2 traveled lanes, class II bike lane and a bus lane as accepted by the City Engineer;
f. Provide a bus pad(s) and shelter(s) as accepted by Omnitrans and the City Engineer;
g. Construct standard curb adjacent sidewalk along the entire street frontage and ramps at all curb returns as shown on approved tentative tract map and as accepted by the City Engineer;
h. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;
i. Use traffic index of 9.0; and
j. Install commercial fire hydrants as required by the Redlands Fire Department.

10b. Requirements for Redlands Boulevard, 3rd Street to Orange Street (RMC 17.15 and 17.17):

a. Dedicate to provide for a minimum 49 foot half street right-of-way width including a corner cutoff/radius at the property line return to accommodate all pedestrian ramps and;
b. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;

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 curb and gutter to the street centerline verified through a geotechnical report;
d. Apply thermoplastic striping and markings to provide for 2 traveled lanes and class II bike lane as accepted by the City Engineer;
e. Construct standard curb adjacent sidewalk along the entire street frontage and ramps at all curb returns as shown on approved tentative tract map and as accepted by the City Engineer;
h. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;
i. Use traffic index of 9.0; and
j. Install commercial fire hydrants as required by the Redlands Fire Department.

11. Requirements for Orange Street (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
b. Install curb pop-outs to shorten the east/west pedestrian crosswalk length at State Street. Modify traffic signal for ADA compliance, if necessary;
c. For the portion of Orange Street between State Street and Redlands Boulevard, apply thermoplastic striping and markings to provide for one traveled lane and a class II bike lane in the southbound direction, and two traveled lanes and a class II bike lane in the northbound direction. Include left turn pockets at each intersection. Appropriate transitions for the bike lanes shall be included in the final design documents. All striping design shall be as accepted by the City Engineer;
d. For the portion of Orange Street between Citrus Avenue and State Street, apply thermoplastic striping and markings to provide for 1 traveled lane and a class II bike lane in each direction with a left turn pockets at each intersection along with a south bound right turn lane at Citrus Avenue, all as accepted by the City Engineer;
e. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the curb and gutter to the street centerline verified through a geotechnical report;
f. Reconstruct decorative sidewalk to accommodate the proposed stairways and ADA ramps to the site as accepted by the City Engineer and the Director of Development Services. All excess decorative bricks shall be delivered to the City yard;
g. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;

h. Use traffic index of 9.0;
i. Install a minimum 8 inch diameter non-potable/recycled water main including necessary valves and appurtenances from the existing non-potable main to Citrus Avenue; and
j. Install commercial fire hydrants as required by the Redlands Fire Department;
k. Street layout prepared for entitlement shall be considered as diagrammatic with final design to be approved by the City Engineer.

12. Requirements for Citrus Avenue (RMC 17.15 and 17.17):

a. Dedicate to provide for a 44 foot half street right-of-way width including a corner cutoff/radius at the property line return to accommodate all pedestrian ramps;
b. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
c. Construct standard curb and gutter 27 feet north side of monumented centerline;
d. Construct full width median curb at 11 feet south and 1 foot north of monumented street centerline with transition for left turns as accepted by the City Engineer.
e. Provide detail on the design of the loading space popouts for acceptance by the City Engineer.
f. Apply thermoplastic striping and markings to provide for 1 traveled lane, class II bike lane, loading/parking lane and left turn lanes at 4th Street and Eureka Street for the west bound barrel as accepted by the City Engineer. Apply thermoplastic striping and markings to provide for 1 traveled lane, class II bike lane, and left turn lane at Orange Street for the east bound barrel as accepted by the City Engineer;
g Reconstruct the raised center median to accommodate the striping called out in Section 12c above;
h. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the north and south curb and gutter verified through a geotechnical report;
i. Construct minimum 6 foot wide curb adjacent sidewalk along the entire street frontage and ramps at all curb returns as shown on approved tentative tract map and as accepted by the City Engineer;
j. Install a dual LED ornamental street light [LEOTEK (GCJ1-20H-MV-WW-2-GY-580-WL-PCR7) or approved equal], with the equivalent illumination of a 150 watt sodium vapor street light at the wide point of the raised center median. 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;

k. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;
l. Install an ADA ramp, solar powered pedestrian activated crosswalk with beacons and in-pavement crosswalk lighting at the west side of 4th Street.
m. Use traffic index of 9.0;
n. Install a minimum 8 inch diameter recycled/non-potable water main including necessary valves and appurtenances from Orange Street to the Eureka Street centerline; and
o. Install commercial fire hydrants as required by the Redlands Fire Department.

13. Requirements for Eureka Street North of Citrus Avenue (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
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 curb and gutter to the street centerline verified through a geotechnical report;
c. Apply thermoplastic striping and markings to provide for a class II bike lane by the City Engineer;
d. Use traffic index of 9.0;
e. Construct standard 6' wide curb adjacent sidewalk not including the top of curb along the entire street frontage and ramps at all curb returns. Provide roadway dedication as needed; and
f. Install commercial fire hydrants as required by the Redlands Fire Department.

14. Requirements for Eureka Street South of Citrus Avenue (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This should include, but not limited to, the installation of an ADA compliant ramp at Citrus Avenue. Provide roadway dedication 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 curb and gutter to the street centerline verified through a geotechnical report;
c. Construct standard 6' wide curb adjacent sidewalk not including the top of curb along the entire street frontage and ramps at all curb returns. Provide roadway dedication as needed;
d. Use traffic index of 5.0; and
e. Install commercial fire hydrants as required by the Redlands Fire Department.

15. Requirements for West State Street (Private Street):

    a. Any proposed City owned potable water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    b. Any proposed City owned non-potable/recycled water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    c. Any proposed City owned sewer mains with manholes and appurtenances shall be a minimum of 8 inches in diameter; and
    d. Dedicate any necessary easement(s) to the City of Redlands for Public Utility purposes as accepted by the City Engineer.

16. Requirements for 3rd Street (Private Street) (RMC 17.15 and 17.17):

    a. Any proposed City owned potable water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    b. Any proposed City owned non-potable/recycled water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    c. Any proposed City owned sewer mains with manholes and appurtenances shall be a minimum of 8 inches in diameter; and
    d. Dedicate any necessary easement(s) to the City of Redlands for Public Utility purposes as accepted by the City Engineer.

17. Requirements for 4th Street South of Citrus Avenue (RMC 17.15 and 17.17):

    a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This should include, but not limited to, the installation of an ADA compliant ramp at Citrus Avenue. Provide roadway dedication 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 curb and gutter to the street centerline verified through a geotechnical report;
    c. Use traffic index of 5.0; and
    d. Install commercial fire hydrants as required by the Redlands Fire Department.

18. Requirements for Alley between 4th street and Eureka Street (RMC 17.15 and 17.17):

    a. Provide a minimum 16 foot wide full depth portland cement concrete pavement construction/reconstruction as accepted by the City Engineer and verified through a geotechnical report;
    b. Use traffic index of 7.0 or accepted by the City engineer.
    c. Provide all signage for one way traffic only as accepted by the City Engineer.

18. Provide for adequate drainage facilities as shown on the approved tentative tract 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 (RMC 17.17).

19. Provide a structural analysis of the existing storm drain crossing the northwest corner of the site from the Eureka Street centerline to the Redlands Boulevard centerline. (RMC 17.17). 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.

20. Conditions, Covenants and Restrictions ("CC&Rs") shall be prepared by the applicant and approved by the City for the project which address cross lot drainage, Water Quality Management Plan requirements, sewer usage, water service, and solid waste disposal, which are shared by the property and condominium owners. The CC&Rs shall contain the following:

    a. A provision which reads substantially as follows: "The City shall have the right to review and approve any proposed amendment or termination of [the CC&Rs] when such termination or amendment would alter, amend, terminate or otherwise impair the rights of the City under those provisions of [the CC&Rs] which satisfy the conditions of approval imposed by the City for the project. All proposed amendments shall be submitted to the City's Development Services Director and shall be approved in writing by the City Attorney as a precondition of and prior to the recordation of such amendment."

    b. A provision which reads substantially as follows: "[The CC&Rs] shall be covenants running with the land, and shall, in any event, and without regard to technical classification or designation, legal or otherwise, be, to the fullest extent permitted by law and equity, binding for the benefit and the favor of, and enforceable by the City of Redlands. Although the City of Redlands shall be a beneficiary of [the CC&Rs], and shall have a right to enforce [them], the City of Redlands shall not be obligated hereunder to exercise such rights of enforcement."

21. The CC&Rs shall be subject to a joint review by the all affected City Department Directors and the City Attorney's Office. The applicant shall be required to pay for the review of the CC&Rs by the affected Department Directors and the City Attorney's Office at such persons' hourly billing rates.

22. The CC&Rs shall be submitted to the City at least thirty (30) days prior to the submission of any request for approval of the final map. The CC&Rs shall subsequently be recorded, in the form approved by the City, prior to or at the same time as the final map.

23. As a condition of and prior to the final tract map approval, the applicant shall (1) petition the City for annexation of the property comprising Tentative Tract Map No. 20425 to the City's Community Facilities District No. 2004-1, or a similar City community facilities district, as designed by the City; (2) take actions reasonable or necessary to annex such property to community facilities district; and (3) pay the reasonable and actual costs incurred by the City in annexing the property to the community facilities district; all for the purpose of maintenance of landscaping, trails, street lights, commonly-owned areas and public right-of-ways. (California Community Facilities Act)

24. Install reduced pressure principle backflow devices as required by City Engineer. (RMC 13.20)

25. Install onsite fire line with double detector check valve backflow devices at service connection satisfactory to the City Fire Department. (RMC 13.20)

26. 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.

27. Survey and Monumentation cash bond must be posted.

28. The 10% warranty security will be retained for one year after acceptance of public improvements by the City for warranty of off-site work.

29. Execute Subdivision Improvement Agreement (RMC 17.17.070).

30. A development agreement shall be approved by separate City Council action. All development requirements and conditions within the agreement shall be incorporated into and considered as a part of these Conditions of Approval.

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
   - Sewer Frontage Charges *. (RMC 13.44)

   * These charges are required for building permit issuance if Final Tract Map was not required for the project or charges were not paid with the Final Tract 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. Provide for adequate drainage facilities, including any necessary under sidewalk drains. (RMC 17.17)

6. 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.

7. Submit recycling plans for site demolition/construction for review and approval in accordance with Chapter 13.66 of the Redlands Municipal Code.

8. 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.

9. Tract 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) and

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 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. Contractors will be required to pave new streets in two (2) phases with last phase being delayed until 95 percent of construction has been completed, or on approval of the City Engineer.

12. 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. Tie sheets shall be submitted for all monuments found and/or set in the public right-of-way.

3. 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

_____
Initial

FILE: TTM NO. 20425, CUP NO.S 1155 AND 1156, CRA NO.S 933 AND 934
Prepared 5/3/2022

EXHIBIT "C"

CONDITIONS OF APPROVAL
FIRE DEPARTMENT

[ATTACHED]

10/10/2021

City of Redlands
Brian Foote

☐ Special Reports/Comments needed
☐ DRAFT Conditions of Approval
☒ FINAL Conditions of Approval

Reference Number: CRA 933 & 934 State Street Village

The following conditions have been applied to the above reference project pursuant to the City of Redlands Fire Department adopted codes and standards, the 2019 California Fire Code and applicable rules, regulations and standards. Conditions must be complied with as directed by Redlands Fire Department and shall be reviewed, permitted, inspected, tested and approved in accordance with the requirements set forth.

Required	Not Required	Reports and Comments
☐	☒	Special Reports or Comments - Prior to final conditions.

☐ Draft Conditions ☒ **Final Conditions**

PRIOR TO MAP

Required	Not Required	Condition
☐	☒	Minimum road width for fire apparatus in Planned Residential Developments is ☐20 ft. ☐ 26 ft. ☐28 ft. ☐____ft., if no parking is allowed, 30 feet if parking allowed on one side and 40 feet if parking is allowed on both sides.
☐	☒	The applicant shall grant an easement for the fire lane on the tentative tract map.
☐	☒	The applicant shall submit covenants or CC&Rs for review and approval by the Community Development Department, Engineering Division and Fire Department. The covenants or CC&Rs shall be recorded concurrently with the final map, and shall provide for the following: A. The maintenance of the required fire lane, with no obstructions, within an area that is a minimum of ☐ 20 ft. ☐ 26 ft. ☐ 28 ft. ☐____ft. wide and 13.6 ft. in height. Designated fire apparatus roads, streets, cul-de-sacs and turn-around (hammerhead) and/or any other emergency access within the development shall be maintained accessible and usable by emergency vehicles. Usable conditions include but are not limited to the following: 1. An all-weather road surface shall be maintained, first lift of asphalt minimum. 2. Road shall support imposed loads of fire apparatus at 75,000 pounds.

		3. No parking-fire lane signs shall be repaired or replaced as needed. 4. A monument entry sign with required address numbers shall be provided. 5. Fire lanes, streets and roads or other areas designated no parking-fire lane at time of development shall remain free at all times of any obstruction including but not limited to: vehicles, storage, debris, etc. B. The provision and maintenance of fire resistive trees for the project. Trees shall not overhang or grow into the fire lane or hammerhead turn-around. Trees shall not grow within five feet of any proposed chimneys. Vegetation, other than ground cover, shall not be permitted within five feet of fire protection systems. C. Dwellings constructed with required fire and life safety features including fire sprinklers, ignition resistant construction, smoke and carbon monoxide detectors and fire resistive landscaping shall maintain these features in accordance with state and local codes in use and applicable at the time of construction or installation. These codes include the California Fire Code, California Building Code, California Vehicle Code (fire lanes), City of Redlands Municipal Code and any other applicable codes, standards and law.
☐	☒	Private residential, public residential, commercial and industrial fire access roads shall provide an access roadway with a minimum unobstructed width of ☐ 20 ft. ☐ 26 ft. ☐ 28 ft. ☐____ft., wide and a minimum 13'6" vertical clearance. Additional width requirements may be applied to individual projects as determined by the Fire Marshal.
☐	☒	Roadways shall be extended to within one hundred and fifty feet (150) feet of all portions of the exterior walls as measured by an approved path of travel. An approved turn around shall be provided when the roadway exceeds one hundred and fifty (150) feet as directed by Redlands Fire Department. Fire Department turn around requirements shall be installed as directed, pursuant to the California Fire Code, Appendix D.
☐	☒	Grades for driveway and fire apparatus access roads shall not exceed 12%. Fire Department approval and additional conditions are required for grades above 12% maximum. Angle of approach and departure for driveways shall not exceed 7 degrees. Grades exceeding 12% shall be concrete with a deep broom finish perpendicular to the access roadway.
☐	☐	

PRIOR TO ISSUANCE OF A BUILDING OR GRADING PERMIT

Required	Not Required	Condition
☐	☒	A hazardous materials inventory and disclosure shall be provided with a complete listing of SDS sheets, storage locations, how they are stored, and types of containers. A technical report and opinion prepared by an approved consultant shall be submitted for review and approval prior to or as part of the submission for a building permit. Operational permits may be required and must be applied for prior to certificate occupancy. Application and permits shall be made to San Bernardino County Fire Department for CUPA compliance. Compliance with disclosure and requirements placed on the project for the CUPA shall be complied with prior to certificate of occupancy.
☐	☒	The building has the potential for storage of combustible stock in excess of ☐ 6 ft. ☐ 12 ft. (rubber tires) in height, meeting the requirements of high-piled combustible storage as defined in Chapter 32 of the California Fire Code. Significant modifications to the structure, including but not limited to, smoke and heat vents or mechanical ventilation, draft curtains, special access doors, upgraded sprinkler systems and hose connection requirements must be achieved in

PRIOR TO ISSUANCE OF A BUILDING OR GRADING PERMIT

Required	Not Required	Condition
		compliance with the California Fire Code Chapter 32 should such storage occur. Minimum design densities for fire sprinkler systems within spec. buildings shall be 0.33/3000. If high-piled combustible storage is proposed then plans, specifications, and a technical opinion and report shall be submitted from an approved consultant with the construction drawings to ensure fire protection requirements. High piled combustible storage requires an annual operational permit pursuant to the California Fire Code with appropriate fees paid prior to issuance and renewal.
☐	☒	To determine the acceptability of technologies, processes, products, facilities, materials and uses attending the design, operation or use of a building or premises subject to inspection by the fire code official, the fire code official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion and report. The opinion and report shall be prepared by a qualified engineer, specialist, laboratory, or fire safety specialty organization acceptable to the fire code official and shall analyze the fire safety properties of design, operation or use of the building or premises and the facilities and appurtenances situated thereon, to recommend necessary changes. The fire code official is authorized to require design submittals to be prepared by, and bear the stamp of, a registered design professional.
☒	☐	Redlands Fire Department at time of plan or permit submission will charge certain fees for plan review and inspections. Fees will be determined at time of plan review and/or inspections.
☒	☐	Redlands Fire Department at time of operational permit application will charge certain fees for permit issuance which will have, at a minimum, annual fees charged. Failure to pay required annual fees will be cause to issue a “Cease and Desist” order.
☒	☐	The proposed project shall comply with the applicable codes and standards of Title 24, Part 1-12.
☒	☐	The proposed project shall pay all applicable development impact fees, pursuant to the City of Redlands Ordinances in effect at the time and that are amended from time to time.
☐	☒	A fire command center for fire department operations shall be provided for Factories, Mercantile, and storage occupancies that are greater than 50,000 square feet. The fire command center shall be a minimum of 200 square feet and meet the requirements of the California Fire Code as amended by Local Ordinance 2900 - RMC Section 15.20.500.
☒	☐	The required fire flow shall be 4,000 GPM for a 4-hour duration at 20 PSI residual operating pressure. Documentation is required from the Municipal Utilities & Engineering Department (MUED) or an approved third party verifying that the system is capable of meeting the required fire flow prior to conditions of approval being established. If a third party is being used they must be approved by the Fire Marshal. If the system is not capable of meeting the required fire flow documentation shall be provided showing financial arrangements have been made and water system improvement plans have been submitted and approved by Redlands Fire Department and MUED to upgrade the existing system prior to release of building permits.
☐	☐	

PRIOR TO CONSTRUCTION

Required	Not Required	Condition
☒	☐	Private residential, public residential, commercial and industrial fire access roads shall provide an access roadway with a minimum unobstructed width of ☐ 20 ft. ☒ 26 ft. ☐ 28 ft. ☐____ft. and

PRIOR TO CONSTRUCTION

Required	Not Required	Condition
		a minimum 13'6" vertical clearance. Additional width requirements may be applied to individual projects as determined by the Fire Marshal. **Project complies with fire access**
☐	☒	Roadways shall be extended to within one hundred and fifty feet (150) feet of all portions of the exterior walls as measured by an approved path of travel. An approved turn around shall be provided when the roadway exceeds one hundred and fifty (150) feet as directed by Redlands Fire Department, pursuant to the California Fire Code, Chapter 5 & Appendix D and as amended locally. Fire Department turn around requirements shall be installed as directed and shall be inspected and approved prior to lumber drop.
☒	☐	All fire apparatus access roadways must be maintained unobstructed and drivable by fire apparatus throughout the construction process. Access roadways shall be hard surfaced (paved/concrete) and capable of holding an imposed load of 75,000 pounds including in adverse weather conditions.
☐	☒	Prior to combustible construction, grades for driveway and fire apparatus access roads shall not exceed 12%. Fire Department approval and additional conditions are required for grades exceeding 12% maximum. Angle of approach and departure for driveways shall not exceed 7 degrees. Grades exceeding 12% shall be concrete with a deep broom finish perpendicular to the access roadway along with other conditions as determined by the Fire Marshal.
☐	☒	The development and each phase thereof shall have a minimum of 2-points of vehicular access for fire and emergency equipment and for routes of safe egress of citizens regardless of the cul-de-sac length and shall be required as directed by Redlands Fire Department.
☒	☐	All required fire apparatus access roads, fire lanes, fire department turn- around and entry/exit drives shall have a minimum ☐ 20 ft. ☒ 26 ft. ☐ 28 ft. ☐____ft**.** turning radius for fire apparatus depending on size, location and type of project. Site plans shall provide a fire department turning radius template along the fire access roadway or within a detail confirming that the radius meets Redlands Fire Department requirements. **Project complies with fire access**
☒	☐	Fire Apparatus Access roads (all roads in project) shall be usable (paved), accessible and fire hydrant(s) shall be capable of flowing required GPM and shall be tested/accepted by Fire Dept. prior to dropping any lumber for construction.
☒	☐	Loading zones are required adjacent to loading doors and shall be designated on the Development Site or Plot Plan and shall be marked on the appropriate ground surface. Loading zones shall not interfere with required Fire Lanes or emergency egress capabilities.
☒	☐	Roadway design features (speed humps, bumps, speed control dips, etc.) which may interfere or delay emergency apparatus responses shall not be installed or allowed to remain on the emergency access roadways.
☒	☐	Any gate or barrier across a fire access roadway, whether manual or automatic, must meet the Redlands Fire Department requirements and have specific plans and permits approved prior to installation. Gates serving multi-family, assembly, educational, hazardous, institutional, or storage structures must be automatic and meet UL 325 and ASTM F 2200 standards. Knox brand key-operated electric key switch keyed to Redlands Fire Department specification are required. The Knox switch shall override all gate functions and open the gate. Other access control systems, such as Opticom, are required and must be installed as directed by the Fire Marshal.

PRIOR TO CONSTRUCTION

Required	Not Required	Condition
☒	☐	Water improvement plans shall be approved by Redlands Fire Department. The Developer shall furnish Redlands Fire Department with three (3) copies of the water improvement plans designed by a Registered Engineer and/or Licensed Contractor. On-site private fire service mains shall have a minimum of eight (8) inch water mains with six (6) inch laterals and risers. Larger pipes maybe required to meet required fire flow requirements. Fire hydrants shall provide one 4" port and 2- 2 ½ ports and must be an approved fire hydrant type. The private fire hydrant system must be approved, installed, tested, and accepted, prior to combustible construction.
☒	☐	Fire hydrant water mains that supply two (2) or more fire hydrants shall be looped to provide adequate supply.
☐	☒	Buildings that exceed 200,000 square feet, or meet the requirements of the Municipal Utilities & Engineering Department, shall have at least two separate points of connection to a water supply, as approved by Redlands Fire Department.
☒	☐	The existing fire hydrant system is insufficient to provide the required fire flow. This system is required to be upgraded to meet the required fire flow as identified above.
☒	☐	Prior to combustibles being brought to the site, the developer shall provide written certification from Municipal Utilities & Engineering Department (MUED), dated within the last thirty days, that: A. All public fire hydrants or water purveyor connections required of the project have been installed, tested, and approved by MUED, and B. Are permanently connected to the public water main system, and C. Are capable of supplying the required fire flow as required by Redlands Fire Department.
☐	☒	Group R-3 and U Occupancies: An approved water supply capable of supplying the required fire flow for fire protection shall be provided to all premises upon which facilities, buildings, or portions of buildings are hereafter constructed or moved into or within the jurisdiction. When any portion of the facility or building protected is in excess of 600 feet (122 mm) from a water supply on a public street, as measured by an approved route around the exterior of the facility or building, on-site fire private hydrants and mains capable of supplying the required flow shall be provided when required by the Fire Code official. The size of fire hydrant outlets shall be a minimum of one 4 inch and one 2-½ inch NST outlet or greater as required by the Fire Code official.
☒	☐	In multi-family zones and in commercial and industrial zones, fire hydrants shall be installed at intersections, at the beginning radius of cul-de-sacs, and every 300 feet of fire access roadways, regardless of parcel size. The size of fire hydrant outlets shall be a minimum of one 4 inch and two 2-½ inch NST outlet as required by the Fire Code official. **Exception:** When improved methods of fire protection are provided, beyond those required by the Code, and accepted by the Fire Code official, adjusted spacing of fire hydrants from those set forth above may be considered.
☒	☐	Private Fire hydrants shall be painted per Redlands Fire Department and Municipal Utilities & Engineering Department standards and be maintained free of obstructions. Blue reflective raised pavement markers shall be installed on the pavement at approved locations marking each fire hydrant location.
☒	☐	Public and private water utility mains must provide the level of reliability/redundancy determined necessary by Redlands Fire Department and the Municipal Utilities & Engineering Department.

PRIOR TO CONSTRUCTION

Required	Not Required	Condition
☒	☐	If any fire hydrant is taken "OUT OF SERVICE" – Redlands Fire Department shall be notified immediately and the hydrant marked, bagged, or otherwise identified as OUT OF SERVICE as directed by the Fire Marshal.
☐	☒	Buildings on easement shall have additional street number signs at the intersections of the easement and/or the roadway, and at additional locations as required by Redlands Fire Department.
☐	☒	Street signs meeting the requirements of the City Engineer standards shall be installed at all intersections prior to final occupancy approval. Temporary street signs may be required, during construction, at the discretion of the fire code official.
☐	☒	All flammable vegetation shall be removed from each building site with slopes less that 15% at a minimum distance of thirty (30) feet from all structures or to the property line, whichever is less.
☐	☒	A fuel modification or fire protection plan is required. An approved Fire Protection Consultant that specializes in these types of complex plans shall prepare the plan. Plans and specifications shall be submitted, reviewed and approved by Redlands Fire Department prior to issuance of building construction permits.
☐	☒	The minimum fire flow in the Very High Fire Hazard Severity Zone is 2,500 GPM at 20 PSI for two hours for new subdivisions, tracts, multi-family and commercial/industrial buildings.
☐	☐	

PRIOR TO OCCUPANCY

Required	Not Required	Condition
☒	☐	Fire lane designations shall be required for all fire access roadways as determined by Redlands Fire Department. Posted signs which state "FIRE LANE, NO PARKING" shall be installed every 50 feet. Curbs shall be painted red and stenciled with white letters indicating the same on the face and top of any curb as directed by Redlands Fire Department. All Fire lanes shall be marked and identified prior to Certificate of Occupancy.
☒	☐	Prior to Fire Department clearance for occupancy, an automatic fire sprinkler system shall be installed. The system shall comply with **NFPA #13** Standards for Automatic Fire Sprinkler Systems. Three sets of plans, two sets of hydraulic calculations, and two material specification's sheets for all equipment used in the system shall be submitted by a State of California Licensed C-16 Contractor for review, approval, and permits must be issued prior to commencing work.
☐	☒	Prior to Fire Department clearance for occupancy, an automatic fire sprinkler system shall be installed. The system shall comply with **NFPA #13-D** Standard for Automatic Fire Sprinkler Systems-Single Family Dwelling. Three sets of plans, two sets hydraulic calculations, and two material specification's sheets for all equipment used in the system shall be submitted by a State of California Licensed C-16 Contractor for review, approval, and permits must be issued prior to commencing work.

PRIOR TO OCCUPANCY

Required	Not Required	Condition
☒	☐	Prior to Fire Department clearance for occupancy, and automatic fire sprinkler system shall be installed. The system shall comply with **NFPA #13-R** Standard for Automatic Fire Sprinkler Systems-Multi-Family Dwellings. Three sets of plans, two sets of hydraulic calculations, and two sets of material specification's sheets for all equipment used in the system shall be submitted by a State of California Licensed C-16 Contractor for review, approval, and permits must be issued prior to commencing work.
☒	☐	A class I standpipe system is required. A State of California Licensed C-16 Contractor shall submit three (3) sets of plans, specifications, and two sets of hydraulic calculations to the Fire Department for review, approval, and permits must be issued prior to commencing work.
☒	☐	Prior to Fire Department Clearance for occupancy, and automatic fire alarm system shall be installed. The system shall comply with NFPA #72 standard for Fire Alarm Systems. Three sets of plans, two sets of material specification's sheets for all equipment used in the system and California State Fire Marshal listings shall be submitted by a State of California Licensed C-7 and/or C-10 Contractor for review, approval, and permits must be issued prior to commencing work.
☒	☐	Prior to final inspection or occupancy, hand portable fire extinguishers are required to be installed as directed by Redlands Fire Department Community Risk Reduction staff. The size, location, and markings shall be illustrated on the floor plan of the construction documents. Prior to installation the client is directed to request a fire inspection to confirm the locations of the fire extinguishers due to field changes with business systems that could conflict with the construction documents.
☐	☒	An automatic smoke removal system is required. This system shall comply with the California Fire Code, NFPA and all other applicable standards. The applicant shall submit three (3) sets of detailed plans, two sets of specifications, and testing criteria to Redlands Fire Department for review, approval and permits must be issued prior to commencing work.
☐	☒	An automatic smoke removal ventilation system (fusible link type) is required. Roof vents, venting ratios and draft curtains shall be provided in accordance with the California Fire Code, NFPA and all other applicable standards. This information shall be provided in sufficient detail on the building construction drawings and submitted to Redlands Fire Department for review, approval and permits must be issued prior to commencing work.
☒	☐	An automatic hood and duct fixed fire suppression system is required. A State of California licensed C-16 Contractor shall submit three (3) sets of detailed plans and two sets of specifications to Redlands Fire Department for review, approval and permits must be issued prior to commencing work.
☒	☐	Permanent commercial/industrial three-dimensional street numbers, minimum 12 inches in height with a ½ inch stroke, shall be provided on the address side of the building at the highest point and furthest projection of the structure. The address shall be illuminated and be visible from the street and shall not be obstructed in any manner.
☐	☒	Permanent residential three-dimensional street numbers, minimum 4 inches in height, shall be provided on the address side of the building at the highest point and furthest projection of the structure. The address shall be illuminated and be visible form the street and shall not be obstructed in any manner.

PRIOR TO OCCUPANCY

Required	Not Required	Condition
☐	☒	Permanent Multi-family three-dimensional street numbers, minimum 12 inches in height, shall be provided on the address side of the building at the highest point and furthest projection of the structure. The address shall be illuminated and be visible from the street and shall not be obstructed in any manner. Building letter designations shall be a minimum of 12 inches in height and shall be installed as directed by Redlands Fire Department fire code official.
☒	☐	Address numbers and suite numbers are required to be installed or painted on the rear of access doors to multiple suite facilities. Numbers or letters shall be a minimum of four (4) inches in height and placed on a contrasting background and be durable for the weather conditions exposed.
☐	☒	A lighted directory (site map) meeting Redlands Fire Department specifications is required at each entrance to the complex as directed by Redlands Fire Department. A site plan with all building locations identified by a number or letter, space numbers, fire protection equipment, etc. and shall be reviewed and approved by Redlands Fire Department prior to installation.
☒	☐	Knox emergency access key box is required at each building, with specific mounting locations approved by Redlands Fire Department. Recessed mount key boxes are required. Premise keys for all buildings and areas shall be marked and placed in the box prior to final inspection to ensure emergency access. The building owner/occupants shall provide replacement keys whenever locks are changed.
☒	☐	An emergency responder radio coverage plan is required to be submitted, reviewed, approved and permits issued, prior to commencing work. Emergency responder radio coverage must meet the requirements of the California Fire Code, Chapter 5, Section 510 and Redlands Fire Department. Field tests are required prior to final inspection or occupancy.
☒	☐	A fire department operational permit is required for certain specific operations regulated by the California Fire Code. The permit is issued after application has been made to Redlands Fire Department and full compliance of the requirements for the operation has been adhered to. An annual fee is charged to the applicant for review and inspection of such permits on an annual basis. Some permits require additional inspections and permit compliance that may require additional fees to be paid semi-annually.
☒	☐	Provide plans as a PDF file for pre-fire planning use by the fire department. Information shall include locations of all exits, stairwells and roof access. Also, the location of fire hydrants, fire department connections, post indicator valves, backflow prevention, gas, electrical, water, fire sprinkler risers and standpipe valves and shutoffs, and elevator and electrical equipment rooms, fire alarm panels, and remote annunciators. The symbols used for the pre-fire plan must be obtained from Redlands Fire Department.
☒	☐	Final fire protection plans, hydraulics, specifications, and technical books shall be submitted in a PDF file and checked for quality control, prior to occupancy. The PDF must contain the approved plan stamps from Redlands Fire Department.
☐	☐	

Yours in Service,

Christopher P. Jensen

Christopher P. Jensen, Fire Marshal

RESOLUTION NO. 8340

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS APPROVING CONDITIONAL USE PERMIT NO. 1156 AND APPROVING COMMISSION REVIEW AND APPROVAL NO. 934, FOR THE REDLANDS MALL SITE AND THE SOUTHEAST CORNER OF EUREKA STREET AND WEST CITRUS AVENUE.

WHEREAS, Village Partners Ventures, LLC ("Applicant") has submitted development applications for Conditional Use Permit No. 1156 and Commission Review and Approval No. 934 to construct a mixed use project with 700 dwelling units and a total of 84,106 square-feet of commercial floor area on approximately 11.15 acres located at the southwest corner of Orange Street and Redlands Boulevard (APNs: 0171-251-06-0000, 0171-251-07-0000, 0171-251-08-0000, 0171-251-09-0000, 0171-251-10-0000); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1156 and Commission Review and Approval No. 934 to construct a 14,500 square-foot retail building with drive-through pharmacy window located at 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); and

WHEREAS, the Applicant has submitted an application for Tentative Tract Map No. 20425 to merge and subdivide a total of approximately 12.25 acres for development purposes, plus condominium airspace units; and

WHEREAS, the above-referenced applications filed with the City are referred to hereinafter as the "Project" and "Project Entitlements;" and

WHEREAS, the Planning Commission has reviewed the Project, and found the Project 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 users 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 Project, found the Project to be consistent with the City's 2021-2029 Housing Element, and the proposed mixed use project will provide up to 700 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 vacant Redlands Mall properties will result in up to approximately 84,106 square-feet of new retail, commercial, restaurant, and office uses 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, on April 12, 2022, the Planning Commission held a public hearing at the City Council Chambers on at a regularly scheduled 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 April 29, 2022, notice of the public hearing before the City Council and the Planning Commission for the 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 May 10, 2022, the Planning Commission held a public hearing at the City Council Chambers, considered the Project and related entitlement applications, and considered the testimony and other public comments submitted by members of the public, and made a recommendation to the City Council; and

WHEREAS, on May 10, 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. 8337, the Sustainable Communities Environmental Assessment prepared for the project has been adopted in compliance with the California Environmental Quality Act.

Section 2. Determination of General Plan Consistency. The Project is consistent with the existing General Plan land use designation as 'Commercial' and applicable policies for the 11.15 acres located at the southwest corner of Orange Street and Redlands Boulevard. The Project will satisfactorily implement the Transit Villages Concept and strategy in the 2035 General Plan to the extent feasible. Upon approval of General Plan Amendment No. 142 to the 'Commercial' land use designation for approximately 1.1 acres located at the southeast corner of West Citrus Avenue and Eureka Street (shown in Exhibit "A" attached hereto), the proposed single-tenant retail use will be consistent.

Section 3. Findings for Approval of Conditional Use Permit No. 1156. Conditional Use Permit No. 1156 is hereby approved based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "A"), Municipal Utilities and Engineering Department (Exhibit "B"), and Fire Department (Exhibit "C") attached hereto:

1. That the proposed development will not adversely affect the applicable land use plans of the city.

The proposed General Plan Amendment will designate the subject properties at the southeast corner of Citrus Avenue and Eureka Street as "Commercial" (from Public/Institutional) in order to be consistent with the existing zoning designation as C-3, General Commercial. The General Commercial zone allows drive-through services with a Conditional Use Permit. The proposed single drive-through lane would be for the proposed retail/pharmacy use (one drive-through window for pharmacy pick-up). Vehicular access to the drive-through lane would be provided by alley access from Eureka Street and Fourth Street (side streets abutting the project site) and the drive-through lane will be substantially screened from adjacent public rights-of-way by perimeter landscaping and a low screen wall.

2. That the proposed development will not be detrimental to the public health, safety and welfare.

The proposed retail store with pharmacy will not be detrimental to public health, safety, and welfare. The store and pharmacy will provide a variety of common retail and household products as well as pharmacy services to the Redlands community. The drive-through element of the project is ancillary and subordinate to the pharmacy activities, provides a convenient means of access to pharmacy products and services, and in and of itself is not the primary retail service of the store. The conceptual site plan indicates vehicular access will be provided by an alley connected to Eureka Street and Fourth Street (side streets) with low volumes of vehicle traffic and negligible pedestrian traffic. There will be no anticipated conflicts or hazards in terms of vehicle traffic or pedestrians traveling along Eureka Street, Fourth Street, 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.

East Citrus Avenue along the project site's northerly frontage is designated a Major Arterial in the 2035 General Plan, Figure 5-5 (Roadway Classification), and meets the requirement in RMC Section 18.156.370 for a drive-through store or service to be on a site that abuts and has access to a major or secondary highway. The conceptual site plan indicates the proposed development will be in conformance with the applicable development standards of the General Commercial (C-3) zone and design guidelines.

4. That the proposed development is appropriate at the proposed location.

The proposed pharmacy with drive-through service complies with the site and design requirements of the Redlands Municipal Code (Sections 18.156.350 through 18.156.380) including location, site dimensions, parking, landscaping, and screening. The C-3, General Commercial zone allows for drive-through sales and/or service subject to approval of a Conditional Use Permit to ensure appropriateness of the use at the proposed location and to prevent any detrimental or nuisance effects to surrounding properties. The single drive-through lane for one pharmacy window (a low-intensity drive-through service) is unique

for the downtown core business district, but is necessary to relocate the existing CVS Pharmacy from its existing store on the Redlands Mall site.

Section 4. Findings for Approval of Commission Review and Approval No. 934. The proposed Commission Review and Approval No. 934 is hereby recommended for approval based upon the following findings, and subject to the Conditions of Approval from the Development Services Department (Exhibit "A"), Municipal Utilities and Engineering Department (Exhibit "B"), and Fire Department (Exhibit "C") 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 1.1 acres in size and meets the requirements of the C-3, General Commercial zone for the construction of one retail store with a single drive-through lane (for a pharmacy window), building setbacks, landscape areas and screening, required parking and parking lot improvements, and other required site improvements. The proposed retail use with one drive-through pharmacy window (a low-intensity drive through service) is unique for the downtown core business district, but is necessary to relocate the existing CVS Pharmacy from its existing store on the Redlands Mall site. The retail/pharmacy store project is consistent with the current General Plan designation for the site and the immediate surroundings. Surrounding properties include a variety of existing uses which include a Post Office, professional offices, Smiley Library, public park, Police Annex, public utility building, CVS Pharmacy to the north, and vacant Redlands Mall facility (proposed to be redeveloped with a 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 retail store and drive-through pharmacy window. West Citrus Avenue along the project site's north 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 use will provide a local pharmacy store including household retail goods for residents in the area. 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. Surface parking on-site will meet the requirements of the Redlands Municipal Code, with access to Citrus Avenue, Eureka Street, and Fourth 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 10th day of May, 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 10th day of May, 2022.

AYES:
NOES:
ABSENT:
ABSTAINED:

_____
Jeanne Donaldson, City Clerk

EXHIBIT "A"

CONDITIONS OF APPROVAL
DEVELOPMENT SERVICES DEPARTMENT
FOR RETAIL STORE/PHARMACY WITH DRIVE-THROUGH
(CUP No. 1156 & CRA No. 934)

Planning Division

1. This permit/approval for Conditional Use Permit No. 1156 and Commission Review & Approval No. 934 is issued for the retail store/pharmacy project consisting of an approximately 14,500 square-foot commercial building for one tenant, to include one drive-through pharmacy window and a single drive-through lane, on approximately 1.1 acres located at the southeast corner of West Citrus Avenue and Eureka Street (APNs: 0171-251-06, 0171-251-07, 0171-251-08, 0171-251-09, and 0171-251-10) in the C-3, General Commercial zoning district.

2. Drive-through lane activities and pharmacy window sales/transactions shall only be permitted between the hours of 6:00 AM to 10:00 PM daily.

3. This permit/approval for a Conditional Use Permit and Commission Review & Approval shall automatically expire 24 months after the approval date (will expire on May 10, 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).

4. 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.

5. 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.

6. 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.

7. This permit/approval is granted for the project plans dated May 4, 2022 ("the plans") on file with the Planning Division. The project shall substantially conform to the approved plans, except as otherwise specified in these conditions.

8. Prior to issuance of any building or engineering permits for the retail building, a Notice of Land Use Restrictions and Conditions (on a form provided and approved by the City) shall be recorded on all current and future Assessor's Parcel Number(s) for the subject property.

9. 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.

10. The issuance of any permits shall comply with all applicable provisions of the Redlands Municipal Code.

11. 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.

    a. Prior to issuance of a building permit for the retail/pharmacy store, the design of the top of the tower feature for the retail/pharmacy store shall be redesigned with a dome (or similar architectural treatment) to be consistent with the adjacent historic Post Office building.

12. 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 for the retail building.

13. 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.

14. 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. Standard parking spaces (90-degree) shall be a minimum of 9'0" in width and 19'0" in length; the length dimension may overhang a planter area by up to 1'0" and without obstructing shrubs or trees. 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 shown on the Site Plan, Floor Plan, and Civil Plans.

15. Prior to any expansion or addition to the drive-through lane, or any other substantial alteration to the site or the building that will result in an increase of the capacity of the drive-through lane (such as increasing the lane length or adding a second lane), an application accompanied by the appropriate application fee(s) for a Revision to this Conditional Use Permit shall be required and approval by the Planning Commission shall be required.

16. This Conditional Use Permit is approved for the use of one drive-through lane with a window for pharmacy sales/services. Prior to any major change of use or increase to the intensity of use for the drive-through lane and service window (such as to a fast-food restaurant, any alcoholic beverage sales, any non-pharmaceutical retail store that utilizes the drive-through window, or any other major change of use), the proposed change or intensification shall be reviewed by the Development Services Director or designee. The Director may refer the proposed modification to the Planning Commission for review and approval, and if so, then an application accompanied by the appropriate application fee(s) for a Revision to this Conditional Use Permit shall be required and approval by the Planning Commission shall be required.

17. Prior to issuance of a building permit for a building or phase, Developer shall submit landscape and irrigation plans for the building, site, or phase. Approved preliminary landscape plans (for shrubs and groundcovers) are conceptual and not adequate for construction, and require a greater level of detail and a precise planting plan prior to construction permit issuance. Developer shall coordinate with staff to finalize the precise planting plan, including but not limited to: clustering or greater density of planting around focal points (e.g., planters at intersection corners at Eureka Street and Fourth Street); specifying landscape screening for any ground-mounted equipment or utilities; and avoid creating the appearance of any "green wall" (e.g., *Ligustrum texanum* (columnar), *Prunus caroliniana*, etc.) that provides continuous opaque screening more than 5'0" high around the site perimeter or street-side planters of the project site.

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. 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. All parking lot and driveway lighting shall provide uniform illumination at a minimum level of one (1.0) foot-candle average maintained across the horizontal surface. For energy conservation, motion sensor devices may be utilized to automatically dim and brighten the lighting (e.g., 50%).

22. A copy of the approved Conditions of Approval shall be included on the cover page of the construction plans submitted to the Building Division.

23. Prior to issuance of a building permit, Developer shall submit final exterior building material(s) and color scheme for review and approval by the Development Services Director or designee.

24. 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.

25. The drive-through lane shall be screened from view from public right-of-way, to a height equal to or greater than that of standard vehicular headlights. Screening shall include a decorative wall a minimum of 36 inches high (up to 48 inches high maximum) within the north side front planter for a length of twenty (20) feet from the building (i.e., to the east as measured from northeast corner of building), to be placed within the planter area fronting Citrus Avenue behind the property line and include landscape screening. The screen wall shall be decorative (such as earth-tone color CMU split-face block with cap rock, or plaster/stucco to match the building). Landscape and trees shall be installed

around the exterior of the screen wall in substantial conformance with the preliminary landscape plan.

26. 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.

27. If any steel bollards or pour-in-place bollards are installed, they shall only be installed for protecting utility devices (e.g., transformer above-ground) and shall be painted a dark color (e.g., dark green, brown, or black) to blend with surrounding landscape screening.

28. 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 drive aisle width and typical parking space dimensions for each row of parking (within each parking area lot) shown on the Site Plan.

29. 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.

30. 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. Minimum required dimensions are not less than: ten feet (10') in width; twenty feet (20') in length; and fourteen feet (14') in height without overhead obstruction from buildings, street trees, or other structures.

31. The refuse enclosure shall not be located within the corner cutoff area at the intersection of the alley and Fourth Street (i.e., traffic sight safety area). The refuse enclosure shall be relocated to be outside of the corner cutoff area (e.g., to the west side of the drive aisle near the entrance to the drive-through lane as an acceptable alternative). Refuse enclosure walls shall be decorative (e.g., split-face CMU block) with cap rock or a decorative alternative approved in Plan Check. Landscaping (e.g., climbing vines or hedge-type shrubs) shall be provided around exterior side of the enclosure walls that are visible from public right-of-way. A paved path of travel from the building is recommended.

32. 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.

33. During the plan check review process, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the development. A minimum of one (1) foot-candles average maintained across the horizontal surface shall be provided for each parking lot. For energy conservation, motion sensor devices may be utilized to automatically dim and brighten the lighting (e.g., 50%).

34. 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.

35. 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.

36. 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). For any exterior utility meter panels, Developer shall screen and/or paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g., exterior walls, wing walls, landscaping, or other building elements) from public right-of-ways, to the maximum extent feasible. Any enclosures or screening shall be architecturally treated to match the exterior of the attached structure.

37. Prior to issuance of any building or engineering permit for the retail building, 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 Development Services Director or designee, and may be modified after approval to mitigate any unanticipated impacts or public nuisance conditions.

38. Prior to any use of any public street, alley, 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.

39. Prior to issuance of a Certificate of Occupancy for the retail building, Developer shall remove all construction materials and vehicles from the subject property.

40. 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.

41. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Sign locations and illumination may be subject to review and approval by the Planning Division under separate permit.

<u>SCEA Mitigation Measures (MM), Project Design Features (PDF), and/or Existing Plans, Programs, Policies (PPP):</u>

42. PDF AQ-1: Tier III Equipment. Project construction will utilize equipment during demolition, grading, and site preparation phases that equal or exceed Environmental Protection Agency (EPA) and California Air Resource Board (CARB) Tier III engine emissions standards.

43. 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.

44. 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.

45. 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.

46. 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.

47. 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.

48. 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.

49. 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 paleontologist selected from the roll of qualified paleontologists maintained by the County, 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 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.

50. PPP HAZ-1: California UST Regulations. Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside County Environmental Health Division, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).

51. 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.

52. 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.

53. 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.

54. 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.

55. 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.

56. MM TCR-1: The archaeologist shall develop a Cultural Resources Management Plan and include the specifics as to how each Project mitigation measure will be carried out. Any and all cultural documents created as a part of the project (Tribal Cultural Resources Management Plan, Monitoring and Treatment Plans, isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency and disseminated to consulting tribe(s) for review. The Cultural Resource Management Plan shall incorporate:

    a. Project grading and development scheduling. Native American Monitor(s) should attend and be present at the pre-construction meeting to establish communication protocols, cultural sensitivity, and provide information and/or training to construction contractors.

    b. A schedule for monitoring during initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy

equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), this may include, but is not limited to, archaeological testing, and data recovery on the Project site, if determined appropriate. The Cultural Resource Management Plan shall include scheduling, safety requirements, and duties, based on the scope of work, and address the Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with the Project Archaeologist.

c. The protocols and stipulations that the Applicant, Native American Tribal Monitor(s), Project Archaeologist, and City of Redlands shall follow in the event that cultural resources, items of Native American cultural patrimony, or tribal cultural resources are inadvertently discovered during the course of Project related ground disturbing activities.

57. MM TCR-2: If significant tribal cultural resources are discovered and avoidance or relocation cannot be ensured, the City shall engage in discussions with the Consulting Tribes to determine the best course of action for preservation of the resource.

58. MM TCR-3: Designated Native American Monitor(s) from the consulting tribe(s), who wish to partake in the monitoring program, shall be present during all initial ground-disturbing activities (Ground disturbance is defined as any activity that compacts or disturbs the ground within a project area, including: the actual construction activities, permanent easements, temporary construction easements, staging areas for supplies and equipment, and borrow pits. Ground disturbance can also be caused by the use of hand tools, heavy equipment and heavy trucks. Trenching, bulldozing, excavating, scraping, and plowing are typical examples of ground disturbance activities), which may include but is not limited to testing, and date recovery if determined appropriate. If initial ground-disturbing activities yield no discoveries of tribal cultural resources, the Consulting Tribe(s) may limit, suspend or terminate monitoring efforts at their discretion. The Monitoring Agreement(s) with the consulting tribe(s) shall be provided to the City of Redlands Development Services Department prior to issuance of any demolition, grading, or construction permits.

59. MM TCR-4: In the event that cultural resources, including historic and pre-contact materials, items of Native American cultural patrimony, or Tribal Cultural Resources are discovered during the course of ground disturbance, the following procedures shall be implemented:

a. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by a qualified archaeologist in coordination with the Native American Monitor(s) from the Consulting Tribe(s). Work on the other portions of the Project, outside of the buffered area, may continue during this assessment period.

b. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s).

c. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the Project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s).

d. Treatment and Final Disposition: The land owner(s) shall relinquish ownership of all items of Native American cultural patrimony and tribal cultural resources (including but not limited to sacred items, burial goods, archaeological artifacts, and non-human remains) that may be discovered. The land owner(s) shall relinquish ownership of tribal cultural resources and items of Native American Cultural Patrimony through one or more of the following methods and provide the City of Redlands with evidence of same:

   i. Accommodate the process for on-site reburial of the discovered items with the Participating Tribes. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and recordation have been completed. A final report which includes associated State DPR Forms, containing an inventory of the items reburied, along with UTM parameters for the reburial location, shall be completed and provided to the City, the Consulting Tribes and filed with the California Historical Resource Information System (CHRIS).

   ii. A curation agreement with an appropriate qualified repository that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists or researchers for further study. The collections and associated records shall be transferred, including title and associated fees, to an appropriate curation facility.

   iii. If more than one Native American Tribe or Band is involved with the Project and cannot come to a consensus as to the disposition of tribal cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated at the San Bernardino County Museum. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

60. MM TCR-5: Discovery of Human Remains. In the event that human remains are encountered on the Project site, the construction contractor's designated Native American Tribal Monitor shall immediately stop all work within 100 feet of the discovery. The Developer shall immediately notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). California Health & Safety Code §7050.5 states that no further disturbance shall occur until the

County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.

The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

According to California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052).

Building & Safety Division

61. Project shall comply with currently adopted California Building Codes at time of construction document submittal for plan review, including the Building Code (CBC), the California Electrical Code, California Mechanical Code, California Plumbing Code, Building Energy Efficiency Standards (Energy Code), California Green Building Standards Code, and applicable provisions of Title 15 (Buildings and Construction) of the Redlands Municipal Code.

62. Project is located within FEMA Flood zone AO and design will be required to comply with Redlands Municipal Code (RMC) Chapter 15.32.

63. Project shall comply with California Building Code for Building Heights, Area limitations, Fire design features and building separation distances, means of egress, accessibility.

64. A demolition permit is required for removal of existing structures and supporting infrastructure.

65. An analysis by a California registered professional engineer on the changes caused to the floodplain as a result of the water displacement caused by grading and proposed structures.

66. Approved hours for construction activities are: Monday through Friday, 7:00 a.m. to 6:00 p.m.; and Saturday, 7:00 a.m. to 6:00 p.m. No construction is permitted by contractors or subcontractors after hours, on Sundays, or Federal holidays (RMC Chapter 8.06; RMC 8.06.090(F); RMC 8.06.120(G)).

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. Municipal Utilities & Engineering Department
    b. Fire Department

End of Conditions of Approval

Brian Desatnik
Development Services Director

EXHIBIT "B"

CONDITIONS OF APPROVAL
MUNICIPAL UTILITIES & ENGINEERING DEPARTMENT

[ATTACHED]

REDLANDS MUNICIPAL UTILITIES AND ENGINEERING DEPARTMENT
DEVELOPMENT REQUIREMENTS
TENTATIVE TRACT NO. 20425
CONDITION USE PERMIT NO.S 1155 AND 1156
COMMISSION REVIEW AND APPROVAL NO.S 933 AND 934
Joint Meeting – Planning Commission and City Council

Date of P.C. Meeting:	**May 10, 2022**
Applicant:	**Village Partners Ventures, LLC**
Location:	**Southwest Corner of Redlands Boulevard and Orange Street and the Southeast Corner of Citrus Avenue and Eureka Street**
Project Description:	**Redevelop Redlands Mall with a Transit-Oriented Development with Mixed Uses and Construct a New Single-Tenant Retail Building**

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 17.07.030)
   b. Geotechnical Report; (RMC 17.07.040)
   c. Easement Documents. (RMC 17.09.050)

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 TRACT MAP.

1. Pay plan check fee as established per resolution. The amount will be determined at plan check submittal. (City Resolution No. 7671)

2. Plans required to be submitted shall include (RMC 17.17.060):
    a. Tract Map;
    b. Street Improvement;
    c. Storm Drain Construction;
    d. Pavement Striping and Signage Plans (including reflectorized pavement markers);
    e. Street Tree Installation – Street trees shall be provided as per the approved Street Tree List;
    f. Traffic Signal Modification;

g. 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;
h. Potable Water Main Installation;
i. Recycled Water Main Installation;
j. Sewer Main Installation; and
k. 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 17.09.060):
   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 Tract 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);
   - Sewer 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.

10a. Requirements for Redlands Boulevard, Eureka Street to 3rd Street (RMC 17.15 and 17.17):

a. Dedicate to provide for a minimum 49 foot half street right-of-way width including a corner cutoff/radius at the property line return to accommodate all pedestrian ramps and a 25 foot radius curb return at Eureka Street;
b. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
c. Construct standard curb and gutter 39 feet south side of monumented centerline;
d. 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;
e. Apply thermoplastic striping and markings to provide for 2 traveled lanes, class II bike lane and a bus lane as accepted by the City Engineer;
f. Provide a bus pad(s) and shelter(s) as accepted by Omnitrans and the City Engineer;
g. Construct standard curb adjacent sidewalk along the entire street frontage and ramps at all curb returns as shown on approved tentative tract map and as accepted by the City Engineer;
h. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;
i. Use traffic index of 9.0; and
j. Install commercial fire hydrants as required by the Redlands Fire Department.

10b. Requirements for Redlands Boulevard, 3rd Street to Orange Street (RMC 17.15 and 17.17):

a. Dedicate to provide for a minimum 49 foot half street right-of-way width including a corner cutoff/radius at the property line return to accommodate all pedestrian ramps and;
b. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;

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 curb and gutter to the street centerline verified through a geotechnical report;
d. Apply thermoplastic striping and markings to provide for 2 traveled lanes and class II bike lane as accepted by the City Engineer;
e. Construct standard curb adjacent sidewalk along the entire street frontage and ramps at all curb returns as shown on approved tentative tract map and as accepted by the City Engineer;
h. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;
i. Use traffic index of 9.0; and
j. Install commercial fire hydrants as required by the Redlands Fire Department.

11. Requirements for Orange Street (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
b. Install curb pop-outs to shorten the east/west pedestrian crosswalk length at State Street. Modify traffic signal for ADA compliance, if necessary;
c. For the portion of Orange Street between State Street and Redlands Boulevard, apply thermoplastic striping and markings to provide for one traveled lane and a class II bike lane in the southbound direction, and two traveled lanes and a class II bike lane in the northbound direction. Include left turn pockets at each intersection. Appropriate transitions for the bike lanes shall be included in the final design documents. All striping design shall be as accepted by the City Engineer;
d. For the portion of Orange Street between Citrus Avenue and State Street, apply thermoplastic striping and markings to provide for 1 traveled lane and a class II bike lane in each direction with a left turn pockets at each intersection along with a south bound right turn lane at Citrus Avenue, all as accepted by the City Engineer;
e. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the curb and gutter to the street centerline verified through a geotechnical report;
f. Reconstruct decorative sidewalk to accommodate the proposed stairways and ADA ramps to the site as accepted by the City Engineer and the Director of Development Services. All excess decorative bricks shall be delivered to the City yard;
g. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;

h. Use traffic index of 9.0;
i. Install a minimum 8 inch diameter non-potable/recycled water main including necessary valves and appurtenances from the existing non-potable main to Citrus Avenue; and
j. Install commercial fire hydrants as required by the Redlands Fire Department;
k. Street layout prepared for entitlement shall be considered as diagrammatic with final design to be approved by the City Engineer.

12. Requirements for Citrus Avenue (RMC 17.15 and 17.17):

a. Dedicate to provide for a 44 foot half street right-of-way width including a corner cutoff/radius at the property line return to accommodate all pedestrian ramps;
b. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
c. Construct standard curb and gutter 27 feet north side of monumented centerline;
d. Construct full width median curb at 11 feet south and 1 foot north of monumented street centerline with transition for left turns as accepted by the City Engineer.
e. Provide detail on the design of the loading space popouts for acceptance by the City Engineer.
f. Apply thermoplastic striping and markings to provide for 1 traveled lane, class II bike lane, loading/parking lane and left turn lanes at 4th Street and Eureka Street for the west bound barrel as accepted by the City Engineer. Apply thermoplastic striping and markings to provide for 1 traveled lane, class II bike lane, and left turn lane at Orange Street for the east bound barrel as accepted by the City Engineer;
g Reconstruct the raised center median to accommodate the striping called out in Section 12c above;
h. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the north and south curb and gutter verified through a geotechnical report;
i. Construct minimum 6 foot wide curb adjacent sidewalk along the entire street frontage and ramps at all curb returns as shown on approved tentative tract map and as accepted by the City Engineer;
j. Install a dual LED ornamental street light [LEOTEK (GCJ1-20H-MV-WW-2-GY-580-WL-PCR7) or approved equal], with the equivalent illumination of a 150 watt sodium vapor street light at the wide point of the raised center median. 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;

k. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;
l. Install an ADA ramp, solar powered pedestrian activated crosswalk with beacons and in-pavement crosswalk lighting at the west side of 4th Street.
m. Use traffic index of 9.0;
n. Install a minimum 8 inch diameter recycled/non-potable water main including necessary valves and appurtenances from Orange Street to the Eureka Street centerline; and
o. Install commercial fire hydrants as required by the Redlands Fire Department.

13. Requirements for Eureka Street North of Citrus Avenue (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
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 curb and gutter to the street centerline verified through a geotechnical report;
c. Apply thermoplastic striping and markings to provide for a class II bike lane by the City Engineer;
d. Use traffic index of 9.0;
e. Construct standard 6' wide curb adjacent sidewalk not including the top of curb along the entire street frontage and ramps at all curb returns. Provide roadway dedication as needed; and
f. Install commercial fire hydrants as required by the Redlands Fire Department.

14. Requirements for Eureka Street South of Citrus Avenue (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This should include, but not limited to, the installation of an ADA compliant ramp at Citrus Avenue. Provide roadway dedication 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 curb and gutter to the street centerline verified through a geotechnical report;
c. Construct standard 6' wide curb adjacent sidewalk not including the top of curb along the entire street frontage and ramps at all curb returns. Provide roadway dedication as needed;
d. Use traffic index of 5.0; and
e. Install commercial fire hydrants as required by the Redlands Fire Department.

15. Requirements for West State Street (Private Street):

    a. Any proposed City owned potable water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    b. Any proposed City owned non-potable/recycled water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    c. Any proposed City owned sewer mains with manholes and appurtenances shall be a minimum of 8 inches in diameter; and
    d. Dedicate any necessary easement(s) to the City of Redlands for Public Utility purposes as accepted by the City Engineer.

16. Requirements for 3rd Street (Private Street) (RMC 17.15 and 17.17):

    a. Any proposed City owned potable water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    b. Any proposed City owned non-potable/recycled water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    c. Any proposed City owned sewer mains with manholes and appurtenances shall be a minimum of 8 inches in diameter; and
    d. Dedicate any necessary easement(s) to the City of Redlands for Public Utility purposes as accepted by the City Engineer.

17. Requirements for 4th Street South of Citrus Avenue (RMC 17.15 and 17.17):

    a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This should include, but not limited to, the installation of an ADA compliant ramp at Citrus Avenue. Provide roadway dedication 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 curb and gutter to the street centerline verified through a geotechnical report;
    c. Use traffic index of 5.0; and
    d. Install commercial fire hydrants as required by the Redlands Fire Department.

18. Requirements for Alley between 4th street and Eureka Street (RMC 17.15 and 17.17):

    a. Provide a minimum 16 foot wide full depth portland cement concrete pavement construction/reconstruction as accepted by the City Engineer and verified through a geotechnical report;
    b. Use traffic index of 7.0 or accepted by the City engineer.
    c. Provide all signage for one way traffic only as accepted by the City Engineer.

18. Provide for adequate drainage facilities as shown on the approved tentative tract 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 (RMC 17.17).

19. Provide a structural analysis of the existing storm drain crossing the northwest corner of the site from the Eureka Street centerline to the Redlands Boulevard centerline. (RMC 17.17). 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.

20. Conditions, Covenants and Restrictions ("CC&Rs") shall be prepared by the applicant and approved by the City for the project which address cross lot drainage, Water Quality Management Plan requirements, sewer usage, water service, and solid waste disposal, which are shared by the property and condominium owners. The CC&Rs shall contain the following:

    a. A provision which reads substantially as follows: "The City shall have the right to review and approve any proposed amendment or termination of [the CC&Rs] when such termination or amendment would alter, amend, terminate or otherwise impair the rights of the City under those provisions of [the CC&Rs] which satisfy the conditions of approval imposed by the City for the project. All proposed amendments shall be submitted to the City's Development Services Director and shall be approved in writing by the City Attorney as a precondition of and prior to the recordation of such amendment."

    b. A provision which reads substantially as follows: "[The CC&Rs] shall be covenants running with the land, and shall, in any event, and without regard to technical classification or designation, legal or otherwise, be, to the fullest extent permitted by law and equity, binding for the benefit and the favor of, and enforceable by the City of Redlands. Although the City of Redlands shall be a beneficiary of [the CC&Rs], and shall have a right to enforce [them], the City of Redlands shall not be obligated hereunder to exercise such rights of enforcement."

21. The CC&Rs shall be subject to a joint review by the all affected City Department Directors and the City Attorney's Office. The applicant shall be required to pay for the review of the CC&Rs by the affected Department Directors and the City Attorney's Office at such persons' hourly billing rates.

22. The CC&Rs shall be submitted to the City at least thirty (30) days prior to the submission of any request for approval of the final map. The CC&Rs shall subsequently be recorded, in the form approved by the City, prior to or at the same time as the final map.

23. As a condition of and prior to the final tract map approval, the applicant shall (1) petition the City for annexation of the property comprising Tentative Tract Map No. 20425 to the City's Community Facilities District No. 2004-1, or a similar City community facilities district, as designed by the City; (2) take actions reasonable or necessary to annex such property to community facilities district; and (3) pay the reasonable and actual costs incurred by the City in annexing the property to the community facilities district; all for the purpose of maintenance of landscaping, trails, street lights, commonly-owned areas and public right-of-ways. (California Community Facilities Act)

24. Install reduced pressure principle backflow devices as required by City Engineer. (RMC 13.20)

25. Install onsite fire line with double detector check valve backflow devices at service connection satisfactory to the City Fire Department. (RMC 13.20)

26. 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.

27. Survey and Monumentation cash bond must be posted.

28. The 10% warranty security will be retained for one year after acceptance of public improvements by the City for warranty of off-site work.

29. Execute Subdivision Improvement Agreement (RMC 17.17.070).

30. A development agreement shall be approved by separate City Council action. All development requirements and conditions within the agreement shall be incorporated into and considered as a part of these Conditions of Approval.

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
   - Sewer Frontage Charges *. (RMC 13.44)

   * These charges are required for building permit issuance if Final Tract Map was not required for the project or charges were not paid with the Final Tract 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. Provide for adequate drainage facilities, including any necessary under sidewalk drains. (RMC 17.17)

6. 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.

7. Submit recycling plans for site demolition/construction for review and approval in accordance with Chapter 13.66 of the Redlands Municipal Code.

8. 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.

9. Tract 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) and

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 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. Contractors will be required to pave new streets in two (2) phases with last phase being delayed until 95 percent of construction has been completed, or on approval of the City Engineer.

12. 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. Tie sheets shall be submitted for all monuments found and/or set in the public right-of-way.

3. 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

_____
Initial

FILE: TTM NO. 20425, CUP NO.S 1155 AND 1156, CRA NO.S 933 AND 934
Prepared 5/3/2022

EXHIBIT "C"

CONDITIONS OF APPROVAL
FIRE DEPARTMENT

[ATTACHED]

10/10/2021

City of Redlands
Brian Foote

☐ Special Reports/Comments needed
☐ DRAFT Conditions of Approval
☒ FINAL Conditions of Approval

Reference Number: CRA 933 & 934 State Street Village

The following conditions have been applied to the above reference project pursuant to the City of Redlands Fire Department adopted codes and standards, the 2019 California Fire Code and applicable rules, regulations and standards. Conditions must be complied with as directed by Redlands Fire Department and shall be reviewed, permitted, inspected, tested and approved in accordance with the requirements set forth.

Required	Not Required	Reports and Comments
☐	☒	Special Reports or Comments - Prior to final conditions.

☐ Draft Conditions ☒ **Final Conditions**

PRIOR TO MAP

Required	Not Required	Condition
☐	☒	Minimum road width for fire apparatus in Planned Residential Developments is ☐20 ft. ☐ 26 ft. ☐28 ft. ☐____ft., if no parking is allowed, 30 feet if parking allowed on one side and 40 feet if parking is allowed on both sides.
☐	☒	The applicant shall grant an easement for the fire lane on the tentative tract map.
☐	☒	The applicant shall submit covenants or CC&Rs for review and approval by the Community Development Department, Engineering Division and Fire Department. The covenants or CC&Rs shall be recorded concurrently with the final map, and shall provide for the following: A. The maintenance of the required fire lane, with no obstructions, within an area that is a minimum of ☐ 20 ft. ☐ 26 ft. ☐ 28 ft. ☐____ft. wide and 13.6 ft. in height. Designated fire apparatus roads, streets, cul-de-sacs and turn-around (hammerhead) and/or any other emergency access within the development shall be maintained accessible and usable by emergency vehicles. Usable conditions include but are not limited to the following: 1. An all-weather road surface shall be maintained, first lift of asphalt minimum. 2. Road shall support imposed loads of fire apparatus at 75,000 pounds.

		3. No parking-fire lane signs shall be repaired or replaced as needed. 4. A monument entry sign with required address numbers shall be provided. 5. Fire lanes, streets and roads or other areas designated no parking-fire lane at time of development shall remain free at all times of any obstruction including but not limited to: vehicles, storage, debris, etc. B. The provision and maintenance of fire resistive trees for the project. Trees shall not overhang or grow into the fire lane or hammerhead turn-around. Trees shall not grow within five feet of any proposed chimneys. Vegetation, other than ground cover, shall not be permitted within five feet of fire protection systems. C. Dwellings constructed with required fire and life safety features including fire sprinklers, ignition resistant construction, smoke and carbon monoxide detectors and fire resistive landscaping shall maintain these features in accordance with state and local codes in use and applicable at the time of construction or installation. These codes include the California Fire Code, California Building Code, California Vehicle Code (fire lanes), City of Redlands Municipal Code and any other applicable codes, standards and law.
☐	☒	Private residential, public residential, commercial and industrial fire access roads shall provide an access roadway with a minimum unobstructed width of ☐ 20 ft. ☐ 26 ft. ☐ 28 ft. ☐____ft., wide and a minimum 13'6" vertical clearance. Additional width requirements may be applied to individual projects as determined by the Fire Marshal.
☐	☒	Roadways shall be extended to within one hundred and fifty feet (150) feet of all portions of the exterior walls as measured by an approved path of travel. An approved turn around shall be provided when the roadway exceeds one hundred and fifty (150) feet as directed by Redlands Fire Department. Fire Department turn around requirements shall be installed as directed, pursuant to the California Fire Code, Appendix D.
☐	☒	Grades for driveway and fire apparatus access roads shall not exceed 12%. Fire Department approval and additional conditions are required for grades above 12% maximum. Angle of approach and departure for driveways shall not exceed 7 degrees. Grades exceeding 12% shall be concrete with a deep broom finish perpendicular to the access roadway.
☐	☐	

PRIOR TO ISSUANCE OF A BUILDING OR GRADING PERMIT

Required	Not Required	Condition
☐	☒	A hazardous materials inventory and disclosure shall be provided with a complete listing of SDS sheets, storage locations, how they are stored, and types of containers. A technical report and opinion prepared by an approved consultant shall be submitted for review and approval prior to or as part of the submission for a building permit. Operational permits may be required and must be applied for prior to certificate occupancy. Application and permits shall be made to San Bernardino County Fire Department for CUPA compliance. Compliance with disclosure and requirements placed on the project for the CUPA shall be complied with prior to certificate of occupancy.
☐	☒	The building has the potential for storage of combustible stock in excess of ☐ 6 ft. ☐ 12 ft. (rubber tires) in height, meeting the requirements of high-piled combustible storage as defined in Chapter 32 of the California Fire Code. Significant modifications to the structure, including but not limited to, smoke and heat vents or mechanical ventilation, draft curtains, special access doors, upgraded sprinkler systems and hose connection requirements must be achieved in

PRIOR TO ISSUANCE OF A BUILDING OR GRADING PERMIT

Required	Not Required	Condition
		compliance with the California Fire Code Chapter 32 should such storage occur. Minimum design densities for fire sprinkler systems within spec. buildings shall be 0.33/3000. If high-piled combustible storage is proposed then plans, specifications, and a technical opinion and report shall be submitted from an approved consultant with the construction drawings to ensure fire protection requirements. High piled combustible storage requires an annual operational permit pursuant to the California Fire Code with appropriate fees paid prior to issuance and renewal.
☐	☒	To determine the acceptability of technologies, processes, products, facilities, materials and uses attending the design, operation or use of a building or premises subject to inspection by the fire code official, the fire code official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion and report. The opinion and report shall be prepared by a qualified engineer, specialist, laboratory, or fire safety specialty organization acceptable to the fire code official and shall analyze the fire safety properties of design, operation or use of the building or premises and the facilities and appurtenances situated thereon, to recommend necessary changes. The fire code official is authorized to require design submittals to be prepared by, and bear the stamp of, a registered design professional.
☒	☐	Redlands Fire Department at time of plan or permit submission will charge certain fees for plan review and inspections. Fees will be determined at time of plan review and/or inspections.
☒	☐	Redlands Fire Department at time of operational permit application will charge certain fees for permit issuance which will have, at a minimum, annual fees charged. Failure to pay required annual fees will be cause to issue a “Cease and Desist” order.
☒	☐	The proposed project shall comply with the applicable codes and standards of Title 24, Part 1-12.
☒	☐	The proposed project shall pay all applicable development impact fees, pursuant to the City of Redlands Ordinances in effect at the time and that are amended from time to time.
☐	☒	A fire command center for fire department operations shall be provided for Factories, Mercantile, and storage occupancies that are greater than 50,000 square feet. The fire command center shall be a minimum of 200 square feet and meet the requirements of the California Fire Code as amended by Local Ordinance 2900 - RMC Section 15.20.500.
☒	☐	The required fire flow shall be 4,000 GPM for a 4-hour duration at 20 PSI residual operating pressure. Documentation is required from the Municipal Utilities & Engineering Department (MUED) or an approved third party verifying that the system is capable of meeting the required fire flow prior to conditions of approval being established. If a third party is being used they must be approved by the Fire Marshal. If the system is not capable of meeting the required fire flow documentation shall be provided showing financial arrangements have been made and water system improvement plans have been submitted and approved by Redlands Fire Department and MUED to upgrade the existing system prior to release of building permits.
☐	☐	

PRIOR TO CONSTRUCTION

Required	Not Required	Condition
☒	☐	Private residential, public residential, commercial and industrial fire access roads shall provide an access roadway with a minimum unobstructed width of ☐ 20 ft. ☒ 26 ft. ☐ 28 ft. ☐____ft. and

PRIOR TO CONSTRUCTION

Required	Not Required	Condition
		a minimum 13'6" vertical clearance. Additional width requirements may be applied to individual projects as determined by the Fire Marshal. **Project complies with fire access**
☐	☒	Roadways shall be extended to within one hundred and fifty feet (150) feet of all portions of the exterior walls as measured by an approved path of travel. An approved turn around shall be provided when the roadway exceeds one hundred and fifty (150) feet as directed by Redlands Fire Department, pursuant to the California Fire Code, Chapter 5 & Appendix D and as amended locally. Fire Department turn around requirements shall be installed as directed and shall be inspected and approved prior to lumber drop.
☒	☐	All fire apparatus access roadways must be maintained unobstructed and drivable by fire apparatus throughout the construction process. Access roadways shall be hard surfaced (paved/concrete) and capable of holding an imposed load of 75,000 pounds including in adverse weather conditions.
☐	☒	Prior to combustible construction, grades for driveway and fire apparatus access roads shall not exceed 12%. Fire Department approval and additional conditions are required for grades exceeding 12% maximum. Angle of approach and departure for driveways shall not exceed 7 degrees. Grades exceeding 12% shall be concrete with a deep broom finish perpendicular to the access roadway along with other conditions as determined by the Fire Marshal.
☐	☒	The development and each phase thereof shall have a minimum of 2-points of vehicular access for fire and emergency equipment and for routes of safe egress of citizens regardless of the cul-de-sac length and shall be required as directed by Redlands Fire Department.
☒	☐	All required fire apparatus access roads, fire lanes, fire department turn- around and entry/exit drives shall have a minimum ☐ 20 ft. ☒ 26 ft. ☐ 28 ft. ☐____ft**.** turning radius for fire apparatus depending on size, location and type of project. Site plans shall provide a fire department turning radius template along the fire access roadway or within a detail confirming that the radius meets Redlands Fire Department requirements. **Project complies with fire access**
☒	☐	Fire Apparatus Access roads (all roads in project) shall be usable (paved), accessible and fire hydrant(s) shall be capable of flowing required GPM and shall be tested/accepted by Fire Dept. prior to dropping any lumber for construction.
☒	☐	Loading zones are required adjacent to loading doors and shall be designated on the Development Site or Plot Plan and shall be marked on the appropriate ground surface. Loading zones shall not interfere with required Fire Lanes or emergency egress capabilities.
☒	☐	Roadway design features (speed humps, bumps, speed control dips, etc.) which may interfere or delay emergency apparatus responses shall not be installed or allowed to remain on the emergency access roadways.
☒	☐	Any gate or barrier across a fire access roadway, whether manual or automatic, must meet the Redlands Fire Department requirements and have specific plans and permits approved prior to installation. Gates serving multi-family, assembly, educational, hazardous, institutional, or storage structures must be automatic and meet UL 325 and ASTM F 2200 standards. Knox brand key-operated electric key switch keyed to Redlands Fire Department specification are required. The Knox switch shall override all gate functions and open the gate. Other access control systems, such as Opticom, are required and must be installed as directed by the Fire Marshal.

PRIOR TO CONSTRUCTION

Required	Not Required	Condition
☒	☐	Water improvement plans shall be approved by Redlands Fire Department. The Developer shall furnish Redlands Fire Department with three (3) copies of the water improvement plans designed by a Registered Engineer and/or Licensed Contractor. On-site private fire service mains shall have a minimum of eight (8) inch water mains with six (6) inch laterals and risers. Larger pipes maybe required to meet required fire flow requirements. Fire hydrants shall provide one 4" port and 2- 2 ½ ports and must be an approved fire hydrant type. The private fire hydrant system must be approved, installed, tested, and accepted, prior to combustible construction.
☒	☐	Fire hydrant water mains that supply two (2) or more fire hydrants shall be looped to provide adequate supply.
☐	☒	Buildings that exceed 200,000 square feet, or meet the requirements of the Municipal Utilities & Engineering Department, shall have at least two separate points of connection to a water supply, as approved by Redlands Fire Department.
☒	☐	The existing fire hydrant system is insufficient to provide the required fire flow. This system is required to be upgraded to meet the required fire flow as identified above.
☒	☐	Prior to combustibles being brought to the site, the developer shall provide written certification from Municipal Utilities & Engineering Department (MUED), dated within the last thirty days, that: A. All public fire hydrants or water purveyor connections required of the project have been installed, tested, and approved by MUED, and B. Are permanently connected to the public water main system, and C. Are capable of supplying the required fire flow as required by Redlands Fire Department.
☐	☒	Group R-3 and U Occupancies: An approved water supply capable of supplying the required fire flow for fire protection shall be provided to all premises upon which facilities, buildings, or portions of buildings are hereafter constructed or moved into or within the jurisdiction. When any portion of the facility or building protected is in excess of 600 feet (122 mm) from a water supply on a public street, as measured by an approved route around the exterior of the facility or building, on-site fire private hydrants and mains capable of supplying the required flow shall be provided when required by the Fire Code official. The size of fire hydrant outlets shall be a minimum of one 4 inch and one 2-½ inch NST outlet or greater as required by the Fire Code official.
☒	☐	In multi-family zones and in commercial and industrial zones, fire hydrants shall be installed at intersections, at the beginning radius of cul-de-sacs, and every 300 feet of fire access roadways, regardless of parcel size. The size of fire hydrant outlets shall be a minimum of one 4 inch and two 2-½ inch NST outlet as required by the Fire Code official. **Exception:** When improved methods of fire protection are provided, beyond those required by the Code, and accepted by the Fire Code official, adjusted spacing of fire hydrants from those set forth above may be considered.
☒	☐	Private Fire hydrants shall be painted per Redlands Fire Department and Municipal Utilities & Engineering Department standards and be maintained free of obstructions. Blue reflective raised pavement markers shall be installed on the pavement at approved locations marking each fire hydrant location.
☒	☐	Public and private water utility mains must provide the level of reliability/redundancy determined necessary by Redlands Fire Department and the Municipal Utilities & Engineering Department.

PRIOR TO CONSTRUCTION

Required	Not Required	Condition
☒	☐	If any fire hydrant is taken "OUT OF SERVICE" – Redlands Fire Department shall be notified immediately and the hydrant marked, bagged, or otherwise identified as OUT OF SERVICE as directed by the Fire Marshal.
☐	☒	Buildings on easement shall have additional street number signs at the intersections of the easement and/or the roadway, and at additional locations as required by Redlands Fire Department.
☐	☒	Street signs meeting the requirements of the City Engineer standards shall be installed at all intersections prior to final occupancy approval. Temporary street signs may be required, during construction, at the discretion of the fire code official.
☐	☒	All flammable vegetation shall be removed from each building site with slopes less that 15% at a minimum distance of thirty (30) feet from all structures or to the property line, whichever is less.
☐	☒	A fuel modification or fire protection plan is required. An approved Fire Protection Consultant that specializes in these types of complex plans shall prepare the plan. Plans and specifications shall be submitted, reviewed and approved by Redlands Fire Department prior to issuance of building construction permits.
☐	☒	The minimum fire flow in the Very High Fire Hazard Severity Zone is 2,500 GPM at 20 PSI for two hours for new subdivisions, tracts, multi-family and commercial/industrial buildings.
☐	☐	

PRIOR TO OCCUPANCY

Required	Not Required	Condition
☒	☐	Fire lane designations shall be required for all fire access roadways as determined by Redlands Fire Department. Posted signs which state "FIRE LANE, NO PARKING" shall be installed every 50 feet. Curbs shall be painted red and stenciled with white letters indicating the same on the face and top of any curb as directed by Redlands Fire Department. All Fire lanes shall be marked and identified prior to Certificate of Occupancy.
☒	☐	Prior to Fire Department clearance for occupancy, an automatic fire sprinkler system shall be installed. The system shall comply with **NFPA #13** Standards for Automatic Fire Sprinkler Systems. Three sets of plans, two sets of hydraulic calculations, and two material specification's sheets for all equipment used in the system shall be submitted by a State of California Licensed C-16 Contractor for review, approval, and permits must be issued prior to commencing work.
☐	☒	Prior to Fire Department clearance for occupancy, an automatic fire sprinkler system shall be installed. The system shall comply with **NFPA #13-D** Standard for Automatic Fire Sprinkler Systems-Single Family Dwelling. Three sets of plans, two sets hydraulic calculations, and two material specification's sheets for all equipment used in the system shall be submitted by a State of California Licensed C-16 Contractor for review, approval, and permits must be issued prior to commencing work.

PRIOR TO OCCUPANCY

Required	Not Required	Condition
☒	☐	Prior to Fire Department clearance for occupancy, and automatic fire sprinkler system shall be installed. The system shall comply with **NFPA #13-R** Standard for Automatic Fire Sprinkler Systems-Multi-Family Dwellings. Three sets of plans, two sets of hydraulic calculations, and two sets of material specification's sheets for all equipment used in the system shall be submitted by a State of California Licensed C-16 Contractor for review, approval, and permits must be issued prior to commencing work.
☒	☐	A class I standpipe system is required. A State of California Licensed C-16 Contractor shall submit three (3) sets of plans, specifications, and two sets of hydraulic calculations to the Fire Department for review, approval, and permits must be issued prior to commencing work.
☒	☐	Prior to Fire Department Clearance for occupancy, and automatic fire alarm system shall be installed. The system shall comply with NFPA #72 standard for Fire Alarm Systems. Three sets of plans, two sets of material specification's sheets for all equipment used in the system and California State Fire Marshal listings shall be submitted by a State of California Licensed C-7 and/or C-10 Contractor for review, approval, and permits must be issued prior to commencing work.
☒	☐	Prior to final inspection or occupancy, hand portable fire extinguishers are required to be installed as directed by Redlands Fire Department Community Risk Reduction staff. The size, location, and markings shall be illustrated on the floor plan of the construction documents. Prior to installation the client is directed to request a fire inspection to confirm the locations of the fire extinguishers due to field changes with business systems that could conflict with the construction documents.
☐	☒	An automatic smoke removal system is required. This system shall comply with the California Fire Code, NFPA and all other applicable standards. The applicant shall submit three (3) sets of detailed plans, two sets of specifications, and testing criteria to Redlands Fire Department for review, approval and permits must be issued prior to commencing work.
☐	☒	An automatic smoke removal ventilation system (fusible link type) is required. Roof vents, venting ratios and draft curtains shall be provided in accordance with the California Fire Code, NFPA and all other applicable standards. This information shall be provided in sufficient detail on the building construction drawings and submitted to Redlands Fire Department for review, approval and permits must be issued prior to commencing work.
☒	☐	An automatic hood and duct fixed fire suppression system is required. A State of California licensed C-16 Contractor shall submit three (3) sets of detailed plans and two sets of specifications to Redlands Fire Department for review, approval and permits must be issued prior to commencing work.
☒	☐	Permanent commercial/industrial three-dimensional street numbers, minimum 12 inches in height with a ½ inch stroke, shall be provided on the address side of the building at the highest point and furthest projection of the structure. The address shall be illuminated and be visible from the street and shall not be obstructed in any manner.
☐	☒	Permanent residential three-dimensional street numbers, minimum 4 inches in height, shall be provided on the address side of the building at the highest point and furthest projection of the structure. The address shall be illuminated and be visible form the street and shall not be obstructed in any manner.

PRIOR TO OCCUPANCY

Required	Not Required	Condition
☐	☒	Permanent Multi-family three-dimensional street numbers, minimum 12 inches in height, shall be provided on the address side of the building at the highest point and furthest projection of the structure. The address shall be illuminated and be visible from the street and shall not be obstructed in any manner. Building letter designations shall be a minimum of 12 inches in height and shall be installed as directed by Redlands Fire Department fire code official.
☒	☐	Address numbers and suite numbers are required to be installed or painted on the rear of access doors to multiple suite facilities. Numbers or letters shall be a minimum of four (4) inches in height and placed on a contrasting background and be durable for the weather conditions exposed.
☐	☒	A lighted directory (site map) meeting Redlands Fire Department specifications is required at each entrance to the complex as directed by Redlands Fire Department. A site plan with all building locations identified by a number or letter, space numbers, fire protection equipment, etc. and shall be reviewed and approved by Redlands Fire Department prior to installation.
☒	☐	Knox emergency access key box is required at each building, with specific mounting locations approved by Redlands Fire Department. Recessed mount key boxes are required. Premise keys for all buildings and areas shall be marked and placed in the box prior to final inspection to ensure emergency access. The building owner/occupants shall provide replacement keys whenever locks are changed.
☒	☐	An emergency responder radio coverage plan is required to be submitted, reviewed, approved and permits issued, prior to commencing work. Emergency responder radio coverage must meet the requirements of the California Fire Code, Chapter 5, Section 510 and Redlands Fire Department. Field tests are required prior to final inspection or occupancy.
☒	☐	A fire department operational permit is required for certain specific operations regulated by the California Fire Code. The permit is issued after application has been made to Redlands Fire Department and full compliance of the requirements for the operation has been adhered to. An annual fee is charged to the applicant for review and inspection of such permits on an annual basis. Some permits require additional inspections and permit compliance that may require additional fees to be paid semi-annually.
☒	☐	Provide plans as a PDF file for pre-fire planning use by the fire department. Information shall include locations of all exits, stairwells and roof access. Also, the location of fire hydrants, fire department connections, post indicator valves, backflow prevention, gas, electrical, water, fire sprinkler risers and standpipe valves and shutoffs, and elevator and electrical equipment rooms, fire alarm panels, and remote annunciators. The symbols used for the pre-fire plan must be obtained from Redlands Fire Department.
☒	☐	Final fire protection plans, hydraulics, specifications, and technical books shall be submitted in a PDF file and checked for quality control, prior to occupancy. The PDF must contain the approved plan stamps from Redlands Fire Department.
☐	☐	

Yours in Service,

Christopher P. Jensen

Christopher P. Jensen, Fire Marshal

RESOLUTION NO. 8341

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS APPROVING VESTING TENTATIVE TRACT MAP NO. 20425 TO CONSOLIDATE AND SUBDIVIDE APPROXIMATELY 12.25 ACRES FOR THE STATE STREET VILLAGE MIXED USE PROJECT LOCATED AT THE REDLANDS MALL SITE AND THE SOUTHEAST CORNER OF EUREKA STREET AND WEST CITRUS AVENUE.

WHEREAS, Village Partners Ventures, LLC ("Applicant") has submitted a subdivision application for Vesting Tentative Tract Map No. 20425 (the "Tentative Tract Map") to merge and subdivide a total of approximately 12.25 acres for development purposes, plus condominium airspace units, located at the southwest corner of Orange Street and Redlands Boulevard (APNs: 0171-251-06-0000, 0171-251-07-0000, 0171-251-08-0000, 0171-251-09-0000, 0171-251-10-0000), and located at 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); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1155 and Commission Review and Approval No. 933 to construct a mixed use project with 700 dwelling units and a total of 84,106 square-feet of commercial floor area on approximately 11.15 acres located at the southwest corner of Orange Street and Redlands Boulevard (APNs: 0171-251-06-0000, 0171-251-07-0000, 0171-251-08-0000, 0171-251-09-0000, 0171-251-10-0000); and

WHEREAS, the Applicant has submitted development applications for Conditional Use Permit No. 1156 and Commission Review and Approval No. 934 to construct a 14,500 square-foot retail building with drive-through pharmacy window located at 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); and

WHEREAS, the above-referenced applications filed with the City are referred to hereinafter as the "Project" and "Project Entitlements;" and

WHEREAS, the Planning Commission has reviewed the Tentative Tract Map, and found the Tentative Tract Map to be consistent with the 2035 General Plan as well as the applicable provisions of Redlands Municipal Code Title 17 (Subdivision Regulations) and Title 18 (Zoning Regulations); and

WHEREAS, an Initial Study was prepared for the Project and circulated for public review for a period of thirty days beginning on November 5, 2021, and ending on December 6, 2021, in accordance with all applicable provisions of the California Environmental Quality Act; and

WHEREAS, on April 12, 2022, the Planning Commission held a public hearing at the City Council Chambers on at a regularly scheduled 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 Project and related entitlement applications, and considered the testimony and other public comments submitted by members of the public; and,

WHEREAS, on April 29, 2022, notice of the public hearing before the City Council and the Planning Commission for the 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 May 10, 2022, the Planning Commission held a public hearing at the City Council Chambers, considered the Project and related entitlement applications, and considered the testimony and other public comments submitted by members of the public, and made a recommendation to the City Council; and

WHEREAS, on May 10, 2022, the City Council held a public hearing at the City Council Chambers, and determined that approval of the Tentative Tract Map 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. Findings. Vesting Tentative Tract Map No. 20425 is hereby approved by the City Council based upon the following findings and subject to the Conditions of Approval from the Development Services Department (Exhibit "A"), Municipal Utilities and Engineering Department (Exhibit "B"), and Fire Department (Exhibit "C") 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 Tentative Tract Map and 11.15 acres of the Project site is designated for Commercial land uses on the General Plan Land Use Map. The Applicant has applied for a General Plan Amendment for 1.1 acres located on the south side of West Citrus Avenue (for a CVS store and pharmacy) to be changed to Commercial. The existing zoning designation for all subject properties is currently C-3, General Commercial, and the General Plan land use designation as "Commercial" is and will be consistent. The land lot sizes will significantly exceed the minimum dimensions and required lot size for the C-3 zone. The Tentative Tract Map will also create condominium airspace units within Buildings 1, 2, 3, 4-A and 4-B, and the gross square-footage of the project at 1,073,832 square-feet (or Floor-Area Ratio of 2.85) will be less than the maximum Floor-Area Ratio of 4.0 that is allowable in the C-3, General Commercial zoning district.

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 multiple mixed use buildings (on the Mall site) plus one single-tenant retail store (on the south side of Citrus Avenue). 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 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 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 Tentative Tract Map will combine a total of eleven lots and subdivide into eight new parcels for development purposes, plus create condominium dwelling units. The proposed project's gross square-footage of 1,073,832 square-feet (or Floor-Area Ratio of 2.85) will be less than the total maximum Floor-Area Ratio 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 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 multiple mixed use structures, 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 Tentative Tract Map will combine a total of eleven lots and then subdivide into eight lots for development purposes, plus additional condominium airspace dwelling units, and is designed to accommodate the mixed use project and CVS retail store. The Tentative Tract Map 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 lots and will improve access within the project site by requiring the construction of West State Street and Third Street to their ultimate right-of-way widths and will include appropriate public sidewalks and rights-of-way. The Project will also widen certain public rights-of-way abutting the project site including Eureka Street, West Citrus Avenue, and Orange Street (Redlands Boulevard right-of-way does not require widening). 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 Orange Street) and surrounding areas. The Project will not conflict with any easements for the public at large, including the existing storm drain and associated easement through the northwest 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 2. Effective Date. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED AND APPROVED this 10th day of May, 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 10th day of May, 2022.

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Jeanne Donaldson, City Clerk

EXHIBIT "A"

CONDITIONS OF APPROVAL
DEVELOPMENT SERVICES DEPARTMENT
Vesting Tentative Tract Map No. 20425

1. This approval is for Vesting Tentative Tract Map No. 20425 submitted by Village Partners Ventures, LLC ("Applicant"), to merge and subdivide a total of approximately 12.25 acres for development purposes, plus condominium airspace units, located at the southwest corner of Orange Street and West Redlands Boulevard (APNs: 0171-251-06-0000, 0171-251-07-0000, 0171-251-08-0000, 0171-251-09-0000, 0171-251-10-0000), and located at 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).

2. This Vesting Tentative Subdivision Map shall automatically expire twenty four (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. An extension to the expiration date may also be approved as provided in Redlands Municipal Code Section 17.07.120. This Vesting Tentative Subdivision Map is approved for phases, and filing of multiple Final Maps may extend the expiration in accordance with the applicable provisions of the Subdivision Map Act and/or Redlands Municipal Code Section 17.07.110.

3. This permit/approval is granted for the plans dated May 4, 2022 ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions.

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. 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.

6. Any conditions of approval determined by the City to not be completed prior to Final Map approval shall be included within the Subdivision Improvement Agreement (if applicable) entered into by the Applicant/Developer with the City.

7. The Final Tract Map(s) shall comply with the Subdivision Map Act and the Redlands Municipal Code (RMC).

8. The Final Tract Map(s) shall be in substantial conformance with the Vesting Tentative Tract Map and plans submitted by the applicant and placed on file in the office of the Planning Division.

9. 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.

10. 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.

11. Residential condominium construction or future condominium conversions 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. The proposed condominium project shall comply with all requirements of building, fire and housing codes, zoning provisions, and other applicable regulations in effect at the time of the application.

12. Noise Notification and Signage and Marketing Requirements: As a required element of disclosure to potential condominium purchasers, potential buyers within the mixed use 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). Signage and Marketing Requirements shall be performed consistent with the regulations contained in RMC Chapter 17.28 (specifically, Sections 17.28.030 and 17.28.050) to advise buyers of the existing commercial zoning and noise environment.

13. 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.

14. Prior to Final Tract Map clearance, the applicant shall submit one (1) copy of each of the final Articles of Incorporation, Bylaws of the Homeowners' Association, and Declaration of Covenants, Conditions, and Restrictions (CC&Rs) to the Planning Division for review and approval. After recordation of the final CC&Rs, two (2) copies of said recorded CC&Rs shall be submitted to the Planning Division.

15. The applicant shall include the following within the CC&Rs:

a. The CC&Rs shall identify that all sewer lines connecting each unit to the existing public sewers are privately owned, maintained, and operated by the Homeowners' Association.

b. The CC&Rs shall designate that it is the responsibility of the Homeowners' Association to obtain appropriate waste containers to facilitate recycling and to instruct tenants and owners on how to participate in the City's recycling program.

c. The establishment of reserves for common area maintenance and repairs shall be provided.

d. Each condominium dwelling unit shall be provided a minimum of one (1) parking space for units up to 999 square-feet, one and one-half (1.5) parking spaces for units between 1,000 to 1,499 square-feet, and two (2) parking spaces for each unit of 1,500 square-feet or greater. Each parking space shall be located in a fully enclosed garage or parking structure. These residential tenant parking spaces shall be permanently and irrevocably assigned to particular units within the project. In addition, one-half (0.5) open guest parking spaces for each condominium dwelling unit shall be provided (and shall be located either on-site in the parking garage for the same building within which the dwelling unit is located, or within the Building 2 parking structure at the southwest corner of Redlands Boulevard and Orange Street).

e. The CC&Rs shall prohibit the storage or parking of trailers, boats, mobile homes, recreational vehicles, and inoperable vehicles.

f. Any amendments to the CC&Rs, which would affect the parking facilities, common areas, waste recycling, or which would alter the description of land and improvements or maintenance reserve accounts governed by said CC&Rs shall first require the written approval of the City of Redlands.

g. The condominium units shall be constructed and maintained in accordance with the development standards contained in Chapter 18.156 of the Redlands Municipal Code, Article IV (Condominiums and Condominium Conversions), if applicable.

h. The CC&Rs shall designate that any required guest parking spaces shall be owned, maintained, and operated by the Homeowners' Association.

16. Prior to Tract Map clearance, the applicant must obtain a building permit showing occupancy to be condominiums for the applicable dwelling units.

17. Prior to recordation of a Final Map, the Developer shall dedicate to the City a non-exclusive easement(s) for the benefit of the City for purposes of public access across private streets, sidewalks, and paseos to provide access for pedestrians, bicycles, and vehicles (such as commercial customers and employees as well as residential guests). Developer shall be responsible for the maintenance, repair, and replacement of private streets, sidewalks, and paseos within the development.

18. All mitigation measures identified in the Mitigation Monitoring/Reporting Program adopted with the Sustainable Communities Environmental Assessment (SCEA) adopted for this project are hereby incorporated by reference as Conditions of Approval.

Other Departments

19. Conditions of Approval from the following City Departments/Divisions are applicable to the project, and are hereby incorporated by reference:

    a. Municipal Utilities & Engineering Department (Exhibit B)

End of Conditions of Approval

Brian Desatnik
Development Services Director

EXHIBIT "B"

CONDITIONS OF APPROVAL
MUNICIPAL UTILITIES & ENGINEERING DEPARTMENT

[ATTACHED]

REDLANDS MUNICIPAL UTILITIES AND ENGINEERING DEPARTMENT
DEVELOPMENT REQUIREMENTS
TENTATIVE TRACT NO. 20425
CONDITION USE PERMIT NO.S 1155 AND 1156
COMMISSION REVIEW AND APPROVAL NO.S 933 AND 934
Joint Meeting – Planning Commission and City Council

Date of P.C. Meeting:	**May 10, 2022**
Applicant:	**Village Partners Ventures, LLC**
Location:	**Southwest Corner of Redlands Boulevard and Orange Street and the Southeast Corner of Citrus Avenue and Eureka Street**
Project Description:	**Redevelop Redlands Mall with a Transit-Oriented Development with Mixed Uses and Construct a New Single-Tenant Retail Building**

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 17.07.030)
   b. Geotechnical Report; (RMC 17.07.040)
   c. Easement Documents. (RMC 17.09.050)

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 TRACT MAP.

1. Pay plan check fee as established per resolution. The amount will be determined at plan check submittal. (City Resolution No. 7671)

2. Plans required to be submitted shall include (RMC 17.17.060):
    a. Tract Map;
    b. Street Improvement;
    c. Storm Drain Construction;
    d. Pavement Striping and Signage Plans (including reflectorized pavement markers);
    e. Street Tree Installation – Street trees shall be provided as per the approved Street Tree List;
    f. Traffic Signal Modification;

g. 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;
h. Potable Water Main Installation;
i. Recycled Water Main Installation;
j. Sewer Main Installation; and
k. 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 17.09.060):
   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 Tract 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);
   - Sewer 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.

10a. Requirements for Redlands Boulevard, Eureka Street to 3rd Street (RMC 17.15 and 17.17):

a. Dedicate to provide for a minimum 49 foot half street right-of-way width including a corner cutoff/radius at the property line return to accommodate all pedestrian ramps and a 25 foot radius curb return at Eureka Street;
b. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
c. Construct standard curb and gutter 39 feet south side of monumented centerline;
d. 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;
e. Apply thermoplastic striping and markings to provide for 2 traveled lanes, class II bike lane and a bus lane as accepted by the City Engineer;
f. Provide a bus pad(s) and shelter(s) as accepted by Omnitrans and the City Engineer;
g. Construct standard curb adjacent sidewalk along the entire street frontage and ramps at all curb returns as shown on approved tentative tract map and as accepted by the City Engineer;
h. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;
i. Use traffic index of 9.0; and
j. Install commercial fire hydrants as required by the Redlands Fire Department.

10b. Requirements for Redlands Boulevard, 3rd Street to Orange Street (RMC 17.15 and 17.17):

a. Dedicate to provide for a minimum 49 foot half street right-of-way width including a corner cutoff/radius at the property line return to accommodate all pedestrian ramps and;
b. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;

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 curb and gutter to the street centerline verified through a geotechnical report;
d. Apply thermoplastic striping and markings to provide for 2 traveled lanes and class II bike lane as accepted by the City Engineer;
e. Construct standard curb adjacent sidewalk along the entire street frontage and ramps at all curb returns as shown on approved tentative tract map and as accepted by the City Engineer;
h. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;
i. Use traffic index of 9.0; and
j. Install commercial fire hydrants as required by the Redlands Fire Department.

11. Requirements for Orange Street (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
b. Install curb pop-outs to shorten the east/west pedestrian crosswalk length at State Street. Modify traffic signal for ADA compliance, if necessary;
c. For the portion of Orange Street between State Street and Redlands Boulevard, apply thermoplastic striping and markings to provide for one traveled lane and a class II bike lane in the southbound direction, and two traveled lanes and a class II bike lane in the northbound direction. Include left turn pockets at each intersection. Appropriate transitions for the bike lanes shall be included in the final design documents. All striping design shall be as accepted by the City Engineer;
d. For the portion of Orange Street between Citrus Avenue and State Street, apply thermoplastic striping and markings to provide for 1 traveled lane and a class II bike lane in each direction with a left turn pockets at each intersection along with a south bound right turn lane at Citrus Avenue, all as accepted by the City Engineer;
e. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the curb and gutter to the street centerline verified through a geotechnical report;
f. Reconstruct decorative sidewalk to accommodate the proposed stairways and ADA ramps to the site as accepted by the City Engineer and the Director of Development Services. All excess decorative bricks shall be delivered to the City yard;
g. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;

h. Use traffic index of 9.0;
i. Install a minimum 8 inch diameter non-potable/recycled water main including necessary valves and appurtenances from the existing non-potable main to Citrus Avenue; and
j. Install commercial fire hydrants as required by the Redlands Fire Department;
k. Street layout prepared for entitlement shall be considered as diagrammatic with final design to be approved by the City Engineer.

12. Requirements for Citrus Avenue (RMC 17.15 and 17.17):

a. Dedicate to provide for a 44 foot half street right-of-way width including a corner cutoff/radius at the property line return to accommodate all pedestrian ramps;
b. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
c. Construct standard curb and gutter 27 feet north side of monumented centerline;
d. Construct full width median curb at 11 feet south and 1 foot north of monumented street centerline with transition for left turns as accepted by the City Engineer.
e. Provide detail on the design of the loading space popouts for acceptance by the City Engineer.
f. Apply thermoplastic striping and markings to provide for 1 traveled lane, class II bike lane, loading/parking lane and left turn lanes at 4th Street and Eureka Street for the west bound barrel as accepted by the City Engineer. Apply thermoplastic striping and markings to provide for 1 traveled lane, class II bike lane, and left turn lane at Orange Street for the east bound barrel as accepted by the City Engineer;
g Reconstruct the raised center median to accommodate the striping called out in Section 12c above;
h. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the north and south curb and gutter verified through a geotechnical report;
i. Construct minimum 6 foot wide curb adjacent sidewalk along the entire street frontage and ramps at all curb returns as shown on approved tentative tract map and as accepted by the City Engineer;
j. Install a dual LED ornamental street light [LEOTEK (GCJ1-20H-MV-WW-2-GY-580-WL-PCR7) or approved equal], with the equivalent illumination of a 150 watt sodium vapor street light at the wide point of the raised center median. 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;

k. Provide street trees avoiding sewer and water laterals as shown on approved tentative tract map and as accepted by the Facilities and Community Development Department. Prepare and submit a separate street tree plan for City approval;
l. Install an ADA ramp, solar powered pedestrian activated crosswalk with beacons and in-pavement crosswalk lighting at the west side of 4th Street.
m. Use traffic index of 9.0;
n. Install a minimum 8 inch diameter recycled/non-potable water main including necessary valves and appurtenances from Orange Street to the Eureka Street centerline; and
o. Install commercial fire hydrants as required by the Redlands Fire Department.

13. Requirements for Eureka Street North of Citrus Avenue (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary;
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 curb and gutter to the street centerline verified through a geotechnical report;
c. Apply thermoplastic striping and markings to provide for a class II bike lane by the City Engineer;
d. Use traffic index of 9.0;
e. Construct standard 6' wide curb adjacent sidewalk not including the top of curb along the entire street frontage and ramps at all curb returns. Provide roadway dedication as needed; and
f. Install commercial fire hydrants as required by the Redlands Fire Department.

14. Requirements for Eureka Street South of Citrus Avenue (RMC 17.15 and 17.17):

a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This should include, but not limited to, the installation of an ADA compliant ramp at Citrus Avenue. Provide roadway dedication 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 curb and gutter to the street centerline verified through a geotechnical report;
c. Construct standard 6' wide curb adjacent sidewalk not including the top of curb along the entire street frontage and ramps at all curb returns. Provide roadway dedication as needed;
d. Use traffic index of 5.0; and
e. Install commercial fire hydrants as required by the Redlands Fire Department.

15. Requirements for West State Street (Private Street):

    a. Any proposed City owned potable water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    b. Any proposed City owned non-potable/recycled water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    c. Any proposed City owned sewer mains with manholes and appurtenances shall be a minimum of 8 inches in diameter; and
    d. Dedicate any necessary easement(s) to the City of Redlands for Public Utility purposes as accepted by the City Engineer.

16. Requirements for 3rd Street (Private Street) (RMC 17.15 and 17.17):

    a. Any proposed City owned potable water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    b. Any proposed City owned non-potable/recycled water mains with necessary valves and appurtenances shall be a minimum of 8 inches in diameter;
    c. Any proposed City owned sewer mains with manholes and appurtenances shall be a minimum of 8 inches in diameter; and
    d. Dedicate any necessary easement(s) to the City of Redlands for Public Utility purposes as accepted by the City Engineer.

17. Requirements for 4th Street South of Citrus Avenue (RMC 17.15 and 17.17):

    a. Repair/replace altered, broken or substandard existing off-site improvements to the project boundary. This should include, but not limited to, the installation of an ADA compliant ramp at Citrus Avenue. Provide roadway dedication 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 curb and gutter to the street centerline verified through a geotechnical report;
    c. Use traffic index of 5.0; and
    d. Install commercial fire hydrants as required by the Redlands Fire Department.

18. Requirements for Alley between 4th street and Eureka Street (RMC 17.15 and 17.17):

    a. Provide a minimum 16 foot wide full depth portland cement concrete pavement construction/reconstruction as accepted by the City Engineer and verified through a geotechnical report;
    b. Use traffic index of 7.0 or accepted by the City engineer.
    c. Provide all signage for one way traffic only as accepted by the City Engineer.

18. Provide for adequate drainage facilities as shown on the approved tentative tract 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 (RMC 17.17).

19. Provide a structural analysis of the existing storm drain crossing the northwest corner of the site from the Eureka Street centerline to the Redlands Boulevard centerline. (RMC 17.17). 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.

20. Conditions, Covenants and Restrictions ("CC&Rs") shall be prepared by the applicant and approved by the City for the project which address cross lot drainage, Water Quality Management Plan requirements, sewer usage, water service, and solid waste disposal, which are shared by the property and condominium owners. The CC&Rs shall contain the following:

    a. A provision which reads substantially as follows: "The City shall have the right to review and approve any proposed amendment or termination of [the CC&Rs] when such termination or amendment would alter, amend, terminate or otherwise impair the rights of the City under those provisions of [the CC&Rs] which satisfy the conditions of approval imposed by the City for the project. All proposed amendments shall be submitted to the City's Development Services Director and shall be approved in writing by the City Attorney as a precondition of and prior to the recordation of such amendment."

    b. A provision which reads substantially as follows: "[The CC&Rs] shall be covenants running with the land, and shall, in any event, and without regard to technical classification or designation, legal or otherwise, be, to the fullest extent permitted by law and equity, binding for the benefit and the favor of, and enforceable by the City of Redlands. Although the City of Redlands shall be a beneficiary of [the CC&Rs], and shall have a right to enforce [them], the City of Redlands shall not be obligated hereunder to exercise such rights of enforcement."

21. The CC&Rs shall be subject to a joint review by the all affected City Department Directors and the City Attorney's Office. The applicant shall be required to pay for the review of the CC&Rs by the affected Department Directors and the City Attorney's Office at such persons' hourly billing rates.

22. The CC&Rs shall be submitted to the City at least thirty (30) days prior to the submission of any request for approval of the final map. The CC&Rs shall subsequently be recorded, in the form approved by the City, prior to or at the same time as the final map.

23. As a condition of and prior to the final tract map approval, the applicant shall (1) petition the City for annexation of the property comprising Tentative Tract Map No. 20425 to the City's Community Facilities District No. 2004-1, or a similar City community facilities district, as designed by the City; (2) take actions reasonable or necessary to annex such property to community facilities district; and (3) pay the reasonable and actual costs incurred by the City in annexing the property to the community facilities district; all for the purpose of maintenance of landscaping, trails, street lights, commonly-owned areas and public right-of-ways. (California Community Facilities Act)

24. Install reduced pressure principle backflow devices as required by City Engineer. (RMC 13.20)

25. Install onsite fire line with double detector check valve backflow devices at service connection satisfactory to the City Fire Department. (RMC 13.20)

26. 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.

27. Survey and Monumentation cash bond must be posted.

28. The 10% warranty security will be retained for one year after acceptance of public improvements by the City for warranty of off-site work.

29. Execute Subdivision Improvement Agreement (RMC 17.17.070).

30. A development agreement shall be approved by separate City Council action. All development requirements and conditions within the agreement shall be incorporated into and considered as a part of these Conditions of Approval.

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
   - Sewer Frontage Charges *. (RMC 13.44)

   * These charges are required for building permit issuance if Final Tract Map was not required for the project or charges were not paid with the Final Tract 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. Provide for adequate drainage facilities, including any necessary under sidewalk drains. (RMC 17.17)

6. 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.

7. Submit recycling plans for site demolition/construction for review and approval in accordance with Chapter 13.66 of the Redlands Municipal Code.

8. 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.

9. Tract 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) and

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 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. Contractors will be required to pave new streets in two (2) phases with last phase being delayed until 95 percent of construction has been completed, or on approval of the City Engineer.

12. 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. Tie sheets shall be submitted for all monuments found and/or set in the public right-of-way.

3. 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

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Initial

FILE: TTM NO. 20425, CUP NO.S 1155 AND 1156, CRA NO.S 933 AND 934
Prepared 5/3/2022