CITY OF REDLANDS

PLANNING COMMISSION

A G E N D A

October 13, 2026

KARAH SHAW
CHAIR

EMILY ELLIOTT
VICE CHAIR

RICH SMITH
COMMISSIONER

MARK STANSON
COMMISSIONER

ALICIA GYLLENHAMMER
COMMISSIONER

ROSA DOMINGUEZ
COMMISSIONER

4:00 p.m.
* * *
Suite 2
Civic Center, 35 Cajon Street, Redlands, California

A G E N D A

The following information comprises the agenda for the regular meeting of the Planning Commission of the City of Redlands at the times noted below in the City Council Chambers, Civic Center, 35 Cajon Street, Redlands, California. Although the meeting is open to the public, seating has been reduced to allow for social distancing.

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 867 7906 7678 ,** then run the Zoom launcher
To join via Zoom with audio only (cell phone or landline)
Dial **1-877-853-5247**
Enter the **Meeting ID 867 7906 7678**

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

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

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

- **To provide comment while participating from Council Chambers:**
  - Although it is not required, speakers are encouraged to submit a "Speaker Sign Up Sheet" before the meeting is convened. Forms are available in the Office of the City Clerk or in Council Chambers.
  - After the meeting has convened, you may place the speaker form in the basket at the table along the north wall of the Chambers. Please do not disturb the City Clerk while the meeting is in progress.
- **To provide comment through Zoom (on a computer, laptop, or smart device)**
  - Click the "Raise Hand" button and the moderator will unmute you when it is your turn to speak
- **To provide comment via audio only (cell phone or landline)**
  - Dial *9 to "Raise Hand". The moderator will identity you by your area code and last 3 numbers of your telephone number when it is your turn to speak.

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

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 Planning Commission 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, 909-798-7584 Ex. 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).

NOTE: Any writings or documents distributed to a majority of the Planning Commission regarding an open session agenda item less than 72 hours before this meeting are available for public inspection at the Development Services Department.

It is the intent of the Commission to evaluate the progress of the meeting occasionally, and depending upon timing, the Commission may adjourn for a dinner hour.

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1. CALL TO ORDER AND PUBLIC COMMENT PERIOD - 3 MINUTES

(At this time, the public has the opportunity to address the Commission on any item of interest within the subject matter jurisdiction of the Commission that does not appear on this agenda. The Commission may not discuss or take any action on any public comment made, except that the Commissioners or staff may briefly respond to statements made or questions posed by members of the public)

2. PRESENTATIONS

None.

3. CONSENT CALENDAR

A. Approval of September 8, 2026 Planning Commission Meeting Minutes

B. CONSIDERATION OF A DETERMINATION OF GENERAL PLAN CONFORMITY FOR STREET VACATION NO. 200
APPLICANT: MERITAGE HOMES
(PROJECT PLANNER: NYLSEN ESCAJEDA, ASSISTANT PLANNER)

Consideration of a Determination of General Plan conformity for Street Vacation No. 200 – A request to vacate a temporary roadway easement and authorize the quitclaim of a City easement, approximately 1,000 linear feet in length, that was established to provide interim north-south access between Domestic Avenue and West Pioneer Avenue. The subject easement is located on several properties (APNs: 0167-072-48-0000, 0167-072-26-0000, 0167-072-23-0000, 0167-072-54-0000, 0167-072-22-0000, 0167-072-19-0000 0167-072-53-0000, 0167-072-18-0000, 0167-072-15-0000, 0167-072-52-0000, 0167-072-14-0000, 0167-072-49-0000, and 0167-061-01-0000) adjacent to the east side of State Route 210 and on the west side of Tract No. 20528. This proposal is exempt from environmental review pursuant to Section 15061(b)(3) of the California Environmental Quality Act Guidelines.

4. OLD BUSINESS

None.

5. NEW BUSINESS

A. APPLICANT: CORY STILLINGS
(PROJECT PLANNER: NYLSEN ESCAJEDA, ASSISTANT PLANNER)

Consideration of Commission Review and Approval No. 464, Revision No. 1 – A request to construct a 661 square-foot addition to an existing two-story 6,719 square-foot office building to provide interior stair and elevator access to the second floor, as well as storage space and mechanical room. The subject property is located at 1180 Nevada Street (APN: 0292-341-06-0000) within the East Valley Complex Specific Plan (Specific Plan No. 25). The proposal is exempt from environmental review in accordance with Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines.

B. APPLICANT: MONTE VISTA HOMES
(PROJECT PLANNER: JAZMIN SERRATO, ASSOCIATE PLANNER)

A PUBLIC HEARING to consider the following matters concerning a proposed multi-family residential development on an approximately 6.5 gross-acre vacant site at the northeast corner of W. San Bernardino Avenue and Texas Street in the General Commercial (C-3) zoning district (APN: 0167-101-13-0000):

1. A determination that the project is statutorily exempt from the California Environmental Quality Act pursuant to Public Resources Code § 21080.66, as enacted through Assembly Bill 130 (AB 130).

2. Approve the Socio-Economic Cost/Benefit Study prepared for the proposed project in accordance with Measure U.

3. Commission Review and Approval No. 984 - A request for site plan approval and architectural design review to construct a 194-unit apartment complex comprising of five three-story buildings including 17 units for Lower Income households, leasing office, site amenities, and related site improvements including landscape, lighting, utilities, parking, and frontage improvements. The residential units include one-, two-, and three-bedroom unit types ranging from 758 square feet to 1,283 square feet.

4. Conditional Use Permit No. 1221 – A request for approval to construct a 194-unit apartment complex comprising of five three-story buildings as allowed in the General Commercial (C-3) District.

5. Minor Exception Permit No. 697 – A request for approval to construct an accent wall consisting of CMU block with a white stucco finish and decorative precision cap, ranging from 6’8” to 7’0” high, near the main entry points of the site and around a proposed pool recreation area within the interior area of the project site.

C. APPLICANT: Redlands Pioneer Partners,LLC.
(PROJECT PLANNER: KEVIN BEERY, SENIOR PLANNER)

PUBLIC HEARING to consider and make a recommendation to the City Council regarding the following matters concerning a proposed residential development encompassing approximately 35.3 acres on the east side of Route 210, north side of West San Bernardino Avenue, south side of West Pioneer Avenue, and west side of Specific Plan No. 62 (APNs: 0167-091-09-0000, 0167-091-10-0000, 0167-091-11-0000, and 0167-091-042-0000):

1. California Environmental Quality Act, a determination whether to adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the project in accordance with section 15074 the California Environmental Quality Act Guidelines.

2. General Plan Amendment No. 150, a request to change the land use designation of the site from “Commercial” to “Medium Density Residential.”

3. Specific Plan No. 67, a request to establish the “Pioneer Park Specific Plan” comprising land use regulations, development standards, infrastructure specifications and implementation procedures governing development of the site.

4. Specific Plan No. 40 Amendment No. 56, a request to remove the site from the boundaries of the East Valley Corridor Specific Plan.

5. Change of Zone No. 483, a request to amend the Zoning Map to change the zoning district designation of the site from “East Valley Corridor Special Development District (EV/SD)” to “Specific Plan No. 67”

6. A Socio-Economic Study prepared for the proposed development in accordance with Measure U.

7. Tentative Tract Map No. 20797, a request for authorization to: vacate the existing segment of Tennessee Street traversing the project site; dedicate a new segment of New York Street along the east side of the site; subdivide the site into 255 lots ranging in size from 2,006 to 6,256 square feet (2,737 square feet on average) for single-family residential development, one 0.41-acre lot for multi-family residential development, and 13 lettered lots totaling 4.54 acres for open space and storm water treatment; and dedicate approximately 8.62 acres as public right-of-way for street purposes.

6. ANNOUNCEMENTS/COMMISSIONERS' COMMENTS

7. DIRECTOR'S UPDATES

8. ADJOURN TO THE

October 27, 2026, Planning Commission Meeting.

Date Posted: October 8, 2026

Planning Commission **AGENDA ITEM NO. CA.**

DATE: October 13, 2026

TO: Honorable Chair and Planning Commission

SUBJECT: Approval of September 8, 2026 Planning Commission Meeting Minutes (Development Services Director Reilly)

MOTION:

If the Planning Commission determines that staff's recommendation is appropriate, the following motion is provided:

"I move to approve the Planning Commission meeting minutes of September 8, 2026.

SUBMITTED BY:

Katherine Coleson,
Planning Commission Secretary

Attachments

Attachment_A_-_PC_Minutes_9826.pdf

MINUTES

Regular meeting of the City Council of the City of Redlands held in the Council Chambers, Civic Center, 35 Cajon Street, on Tuesday, September 8, 2026 at 5:00 P.M.

Present:	Kara Shaw, Chair Emily Elliott, Vice Chair Rich Smith, Commissioner Mark Stanson, Commissioner Alicia Gyllenhammer, Commissioner Kawa Shwaish, Commissioner Rosa Dominguez, Commissioner
Staff:	Sean Reilly, Director Brian Foote, Planning Manager

1. CALL TO ORDER AND PUBLIC COMMENT PERIOD - 3 MINUTES

Chair Shaw opened the Public Comment period for in-person attendees, Zoom participants and written comments. There were no comments forth coming and the Public Comment period was closed.

2. PRESENTATIONS

None.

3. CONSENT CALENDAR

On motion by Commissioner Gyllenhammer, seconded by Commissioner Stanson move to approve the Consent Calendar.

Vote: 6 Yes, 0 No, 1 Absent - Commissioner Shwaish, 0 Abstain, Motion passed to approve the Consent Calendar.

A. Approval of August 25, 2026 Planning Commission Meeting Minutes.

B. EXTENSION OF TIME NO. 3 FOR TENTATIVE TRACT MAP NO. 20162, CONDITIONAL USE PERMIT NO. 1096, AND COMMISSION REVIEW & APPROVAL NO. 927 APPLICANT: ALEX KANG FOR DYNAMIC REDLANDS, LLC (PROJECT PLANNER: JAZMIN SERRATO, ASSOCIATE PLANNER) 1. Consideration of a request for a one-year Extension of Time for Tentative Tract Map No. 20162, Conditional Use Permit No. 1096, and Commission Review & Approval No. 927, an approved multifamily residential apartment project with three buildings and 147 dwelling units including various amenities on a 5.7-acre project site located at 1205-1219 N. University Street, on the south side of E. Lugonia Avenue, and on the east side of Occidental Drive (APNs: 1212-371-01-0000, 1212-371-05-0000, 1212-371-06-0000, 1212-371-07-0000, 1212-371-08-0000, 1212-371-09-0000, 1212-371-10-0000, 1212-371-11-0000, 1212-371-12-0000, 1212-371-13-0000, 1212-371-14-0000, 1212-371-15-0000, 1212-371-16-0000, 1212-371-17-0000, 1212-371-18-0000, 1212-371-19-0000, and 1212-371-20-0000). 2. Consideration of an exemption from environmental review pursuant to Section 15162(a) of the California Environmental Quality Act (CEQA) Guidelines.

C. EXTENSION OF TIME NO. 3 FOR COMISSION REVIEW AND APPROVAL NO. 949 APPLICANT: UCR GROUP, LLC. (PROJECT PLANNER: NYLSEN ESCAJEDA, ASSISTANT PLANNER) Consideration of a request for a one-year Extension of Time to the expiration date of Commission Review and Approval No. 949 for the construction of a 48,079 square-foot light industrial building with ancillary office space on a 2.56-acre parcel located at the northeast corner of New Jersey Street and West Park Avenue (APN: 0292-153-20-0000) in the Commercial Industrial (EV/IC) District of the East Valley Corridor Specific Plan. This project is exempt from further environmental review in accordance with Section 15061(b)(3) of the California Environmental Quality Act Guidelines.

D. DETERMINATION OF GENERAL PLAN CONFORMITY FOR PROPERTY LOCATED AT 1675 INDUSTRIAL PARK AVENUE. APPLICANT: CITY OF REDLANDS, FACILITIES & COMMUNITY SERVICES DEPARTMENT (PLANNER: BRIAN FOOTE, CITY PLANNER/PLANNING MANAGER) A request for a determination of conformity with the Redlands General Plan for the potential acquisition of real property located at 1675 Industrial Park Avenue (APN: 0292-063-38-0000) by the Facilities and Community Services Department of the City of Redlands.

4. OLD BUSINESS

None.

5. NEW BUSINESS

A. ORDINANCE TEXT AMENDMENT NO. 373 (ALCOHOL BEVERAGE SALES ORDINANCE) APPLICANT: CITY OF REDLANDS (PLANNER: BRIAN FOOTE, CITY PLANNER/PLANNING MANAGER) PUBLIC HEARING to consider Ordinance Text Amendment No. 373 – A proposal to amend Title 18 (Zoning Regulations) of the Redlands Municipal Code to: amend the definition of Alcohol Beverage Sales Activity in RMC 18.190.020; create Section 18.190.065 to establish the allowable hours for serving alcohol beverages for on-site consumption to between 6:00 a.m. to 12:00 a.m. (midnight) of the same day; amend Section 18.190.110 for procedural requirements and grounds to modify or revoke an alcohol-related conditional use permit; and amend Section 18.192.100 for procedural requirements to modify or revoke any existing Conditional Use Permit. The proposal qualifies for exemption from environmental review pursuant Sections 15061(b)(3) and 15378(b)(5) of the CEQA Guidelines.

Chair Shaw inquired if the Commissioners had any ex-parte communication. There were no comments forth coming.

Brian Foote, Planning Manager, gave an overview and presentation on the item.

Following Mr. Foote's presentation, Deputy Chief Jeremy Floyd of the Redlands Police Department provided a brief presentation on the item.

Chair Shaw asked if the Commissioners had any questions for staff.

The Commission discussed the proposed amendment requiring alcohol sales to end at midnight citywide. Commissioners asked Deputy Chief Floyd and Director Reilly about the need for a code amendment, the scope and fairness of a blanket restriction on hours, alternatives that potentially could address the problem locations, police enforcement and staffing, enforcement by the Department of Alcoholic Beverage Control, the definition of a public nuisance, and the effect of the proposed code amendment on existing CUPs. Deputy Chief Floyd confirmed that most incidents occur on Friday and Saturday nights between midnight and 2:00 a.m., mainly outside establishments along Citrus Avenue, Orange Street, and the Fifth Street parking lot, and often involve non-residents of the City. Mr. Reilly stated that about 14 businesses citywide sell alcohol after midnight, all of them downtown and mostly restaurants without CUPs. He also stated that the amendment would not invalidate existing CUPs but could require them to be revised.

Chair Shaw opened the Public Comment period for in-person attendees, Zoom participants, and written comments.

Baron Bowman, owner of Redlands Underground, stated that attracting visitors from outside the city is beneficial for the local economy, but people will not come for a bar-crawl experience if establishments must stop alcohol service at midnight. He believed that changing operating hours would not prevent irresponsible bar owners from over-serving, serving minors, or otherwise breaking the law. He added that earlier closing times may lead to increased over-serving as businesses attempt to recover lost sales. He also noted that limiting on-site alcohol service could unintentionally encourage people to purchase alcohol off-site and consume it in vehicles, where there is no control. Mr. Bowman questioned why the City was not utilizing existing tools, such as ABC and the Redlands Police Department, to address the issues instead.

Evan Sanford, CEO of the Redlands Chamber of Commerce, stated that the Chamber opposes the proposed ban on alcohol sales after midnight. He acknowledged the City's responsibility to address legitimate public safety concerns and agreed that businesses creating repeated issues should be held accountable. He believed the proposal unfairly penalizes all restaurants and bars regardless of their location, permit status, or history. He noted that for some establishments, the hours after midnight are an important part of their weekend business and eliminating those hours would negatively impact them.

Nick Robinson, owner of The Three Stags, stated that in the past year the business had three instances where police were called (two before midnight and one after midnight). He noted that in two of those cases, the situation was resolved before police arrived. He stated that the establishment does not tolerate belligerent behavior, employs security four nights a week, and avoids over-serving through established policies and procedures. Mr. Robinson explained that closing at midnight would result in a 7% loss of annual revenue, which would significantly impact the business. He stated that the real problem appears to be people gathering in parking lots from 10:00 p.m. until late at night and that those areas are not being monitored, whereas the bars themselves are not the source of the issues.

Patrick Roskam, Board President of the Redlands Chamber of Commerce, stated that the Chamber appreciates the Redlands Police Department and takes the safety concerns raised very seriously, noting that no one wants a less safe downtown. He emphasized that the hours between midnight and 2:00 a.m. are profitable for bars and restaurants, and restricting alcohol sales would harm those businesses. He added that customers will not disappear; instead, they will go to other cities during those hours, spend their money elsewhere, and then return to Redlands after 2:00 a.m., resulting in no meaningful change to the underlying issues.

There were no other comments forthcoming, Chair Shaw closed the Public Comment period.

Commissioner Shwaish thanked the local businesses for attending and stated that the issue appears to be one of public health and safety. He requested that additional information be brought back, including results from similar ordinances enacted in other cities.

Commissioner Stanson stated that he agreed action is necessary, but did not believe that requiring alcohol service to end at midnight is the appropriate solution at this time. He requested that staff return with more information showing both the positive and negative outcomes from similar measures implemented in other cities.

Chair Shaw stated that she does not believe the proposed solution will resolve the issue and that it may simply shift the problem rather than eliminate it.

Vice Chair Elliott requested that additional information be brought back, including any case studies and results from other cities.

On motion of Vice Chair Elliot, seconded by Commissioner Stanson, that the Planning Commission continue the item to a date uncertain and request that staff bring back additional information to the Commission.

Vote: 7 Yes, 0 No, 0 Abstain , Motion Passed

B. Overview of the Ralph M. Brown Act (City Attorney Garcia)

Yvette Abich Garcia, City Attorney, gave an overview and presentation of the Ralph M. Brown Act.

6. ANNOUNCEMENTS/COMMISSIONERS' COMMENTS

None.

7. DIRECTOR'S UPDATES

Mr. Reilly stated that the September 22, 2026 meeting will likely not be held, as there are currently no items scheduled. He noted that on October 6, 2026, the warehouse ordinance will be returning to the City Council. He further stated that the Planning Commission's October 13, 2026 meeting will include two major items, and commissioners should be prepared for that agenda.

8. ADJOURN TO THE

Chair Shaw adjourned the meeting at 6:38 pm to the September 22, 2026, Planning Commission Meeting.

Planning Commission **AGENDA ITEM NO. CB.**

DATE: October 13, 2026

TO: Honorable Chair and Planning Commission

SUBJECT: CONSIDERATION OF A DETERMINATION OF GENERAL PLAN CONFORMITY FOR STREET VACATION NO. 200
APPLICANT: MERITAGE HOMES
(PROJECT PLANNER: NYLSEN ESCAJEDA, ASSISTANT PLANNER)

Consideration of a Determination of General Plan conformity for Street Vacation No. 200 – A request to vacate a temporary roadway easement and authorize the quitclaim of a City easement, approximately 1,000 linear feet in length, that was established to provide interim north-south access between Domestic Avenue and West Pioneer Avenue. The subject easement is located on several properties (APNs: 0167-072-48-0000, 0167-072-26-0000, 0167-072-23-0000, 0167-072-54-0000, 0167-072-22-0000, 0167-072-19-0000 0167-072-53-0000, 0167-072-18-0000, 0167-072-15-0000, 0167-072-52-0000, 0167-072-14-0000, 0167-072-49-0000, and 0167-061-01-0000) adjacent to the east side of State Route 210 and on the west side of Tract No. 20528. This proposal is exempt from environmental review pursuant to Section 15061(b)(3) of the California Environmental Quality Act Guidelines.

1. General Plan Designation	Medium Density Residential
2. Existing Zoning	Specific Plan No. 64 (Bergamot Specific Plan)
3. Surrounding Zoning	North: Specific Plan No. 64 South: Special Development (EV/SD) District of East Valley Corridor Specific Plan East: Science Research Park (EV/SRP) East Valley Corridor Specific Plan West: City boundary/State Route 210
4. Existing Land Use	Tentative Tract No. 20528 (under construction)
5. Surrounding Land Use	North: Coyazo Park; Bergamot Specific Plan (Tract No. 20336) South: Vacant lots (proposed Pioneer Park Specific Plan residential project) East: Citrus Valley High School West: State Route 210; unincorporated County area
6. Area / Topography	The subject property is improved as a temporary roadway, and abuts a drainage channel and Freeway
7. Environmental Determination	Exempt from environmental review pursuant to Section 15061(b)(3) of the California Environmental Quality Act Guidelines

8. Socio-Economic Cost / Benefit Study	Not Applicable
9. Planning Commission Submittal Dates	(A) Date Submitted: May 11, 2026 (B) Date Accepted As Complete: August 10, 2026 (C) Planning Commission Meeting: October 13,2026

PROPOSAL:

The applicant is requesting to vacate a roadway easement and authorize the quitclaim of a City easement that is approximately 1,000 feet in length and 40’ wide. The easement, which runs north to south and connects West Pioneer Avenue with Domestic Avenue, is mainly linear and curves at the north end (at Domestic Ave.). The subject easement is located on thirteen properties along the westerly side of Tract Map No. 20528 and adjacent to the east side of State Route 210 (Assessor’s Parcel Numbers: 0167-072-48-0000, 0167-072-26-0000, 0167-072-23-0000, 0167-072-54-0000, 0167-072-22-0000, 0167-072-19-0000, 0167-072-53-0000, 0167-072-18-0000, 0167-072-15-0000, 0167-072-52-0000, 0167-072-14-0000, 0167-072-49-0000, and 0167-061-01-0000). It abuts a drainage channel which is part of the Caltrans right-of-way, and abuts a drainage basin which is part of Tract No. 20528.

The easement was established as a condition of approval on Tentative Tract No. 20336 as a requirement by the Redlands Fire Department to have at least one north-south connection point between Domestic Avenue and West Pioneer Avenue. However, this easement is no longer needed as an access road. A new public roadway (Limetta Lane) has been constructed between Pioneer Ave. and Domestic Ave. as part of Tract No. 20528, which now provides suitable access. Additionally, the existing easement runs through several future home sites, and the homes cannot be constructed until the easement has been removed (see Attachment A - Location Map and Aerial Photo).

BACKGROUND:

The proposed street vacation is part of Tract Map Nos. 20336 and 20528, which are both within the Bergamot Specific Plan (Specific Plan No. 64). Tract Map No. 20336 (north of Domestic Avenue) was approved with the original Bergamot Specific Plan, a 58.6-acre project with 317 residential lots and an 11.84-acre public park. Following the approval of Tract Map No. 20336 and Specific Plan No. 64, a revision to the Specific Plan was submitted which expanded the Specific Plan boundaries to include parcels south of Domestic Avenue. Tract Map No. 20528 was approved with the revision to the Specific Plan and subdivides 14.62 gross acres into a total of 117 residential lots, as well as a parking area for Coyazo Park to the north and the Santa Ana River Trail.

As part of the approval for Tract Map No. 20336, the Redlands Fire Department asked for an access road that ran north-south between Domestic Avenue and West Pioneer Avenue for improved access to the first phase of the project (which at the time, was only available from Texas Street further to the east). The requirement for the easement was introduced as a condition of approval at the City Council Meeting for this project on October 5, 2021. The conditions required two provisions from the applicant; first is that the applicant provide a north-south access between Pioneer and Domestic, between Citrus Valley High School and east of the I-210, and second is that the applicant keep this minimum 32’ wide easement open and accessible to the public and emergency services until the 201st Certificate of Occupancy for the Bergamot Specific Plan Area is granted.

The applicant subsequently granted/recorded the easement and proceeded with the development of both Tract Map No. 20336 and Tract Map No. 20528.

Recently, the applicant has established the main and eventually permanent access point between Domestic Avenue and West Pioneer Avenue. This road, known as both Orangelo Court and Limetta Lane, satisfies the original condition of approval, thus rendering the roadway easement unnecessary for the sake of the condition. Additionally, because the roadway easement encroaches into future housing locations and a basin, it prohibits development of the remainder of the project. The quitclaim does not require any action by the Planning Commission and the discussion provided in this report is for information and contextual purposes.

ANALYSIS:

Pursuant to state law, the City may regulate traffic on its public streets, alleys, and walkways only to the extent expressly authorized. The law permits the City to vacate a street, alley, or walkway upon a finding supported by substantial evidence that the right of way is no longer needed for vehicular or pedestrian traffic and is unnecessary for present or prospective use.

California Government Code Section 65402(a) requires that prior to considering a vacation or abandonment of any public right-of-way, the planning agency (i.e., Planning Commission) shall review the matter and render a determination as to the proposal's conformity with the City's General Plan.

The 2035 General Plan's "Connected City" chapter, Figure 5-5: Roadway Classification, shows a conceptual north/south Collector street between Domestic Avenue and West Pioneer Avenue, approximately westerly of Citrus Valley High School and near the location of the Bergamot Specific Plan. Two new permanent streets constructed with Tract No. 20528 (Orangelo Court and Limetta Lane) have met the General Plan's goals by providing access between Pioneer Avenue and Domestic Avenue. As a result, removal of the access easement will not conflict or detract from the policies and goals set in the General Plan's "Connected City" chapter.

Additionally, the "Connected City" chapter of the General Plan has a number of goals and policies that are applicable to the intent of this vacation:

> *Action 5-A.51: Provide for a network of collectors in the northwest areas to minimize traffic levels on San Bernardino Avenue, Lugonia Avenue, and Orange and Texas streets.*

Processing this vacation would allow for a timely establishment and use of the Orangelo Ct./Limetta Ln. roadway, which provides direct access to residential lots in that tract, as well as provides an additional route of vehicular and pedestrian access to Coyazo Park and the Bergamot Specific Plan further to the north.

> *Action 5.A-15: Maintain access for emergency vehicles and services by providing two means of ingress/egress into new communities, limitations on the length of cul-de-sacs, proper roadway widths and road grades, adequate turning radius, and other requirements per the California Fire Code.*

The construction of Tract No. 20528 will complete the Orangelo Court and Limetta Lane roadways, which provide vehicular access to the Bergamot Specific Plan project as well as the new 12-acre Coyazo Park (a public park with numerous recreation facilities). Completion of this street network will result in two permanent means of ingress/egress to the new Bergamo Specific Plan neighborhood.

> *Action 5-A.14: Close the gaps in the sidewalk network where streets are built out but sidewalks are not co*mplete.

The future use of the Orangelo Ct. and Limetta Ln. roadways (which have sidewalks) from the access easement (which has no sidewalks) would provide sidewalk connectivity between Domestic Avenue to West Pioneer Avenue.

ENVIRONMENTAL REVIEW:

Street Vacation No. 200 will have no potentially significant effects on the environment as a result of this request, and qualifies for exemption from environmental review in accordance with Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines. Section 15061(b)(3) is the "general rule" exemption where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

FINDINGS:

The Planning Commission may find and determine that the requested street vacation is consistent with the City's General Plan.

RECOMMENDATIONS:

Staff recommends that the Planning Commission find that Street Vacation No. 200 is in conformity with the City's General Plan.

MOTION:

“I move that the Planning Commission adopt Resolution No. 1764 and determine that Street Vacation No. 200 is in conformity with the City’s General Plan."

PREPARED BY:
Nylsen Escajeda, Planner

Attachments

Attachment_A_-_Location_Map_and_Aerial.pdf
Attachment_B_-_Easement_Exhibit.pdf
Attachment_C_-_Final_Map_for_Tract_No_20528.pdf
Attachment_D_-_PC_Resolution_No_1764.pdf

Easement to be Vacated

Pomelo Ave
River Bluff Ave
Foothill Fwy
Alabama St
Israel Beal Park
Domestic Ave
Texas St
Clementine St
Furlow Dr
Colorado St
Castlegate Ln
W Pioneer Ave
Half Moon Ave
Baldwin Ave
Royal Knight Trl
Mardi Gras Ln
Camellia Ln
Dahlia Ave
Tennessee St
San Bernardino Ave
W San Bernardino Ave
Elise Dr
Calvary Chapel Elementary and High School
84
210

0 245 490 980 1,470 1,960 US Feet

Legend

- City Boundary
- Parcels
- APN

City of Redlands

Attachment A1: Location Map and Aerial

Author: Redlands GIS **Date:** 10/2/2026

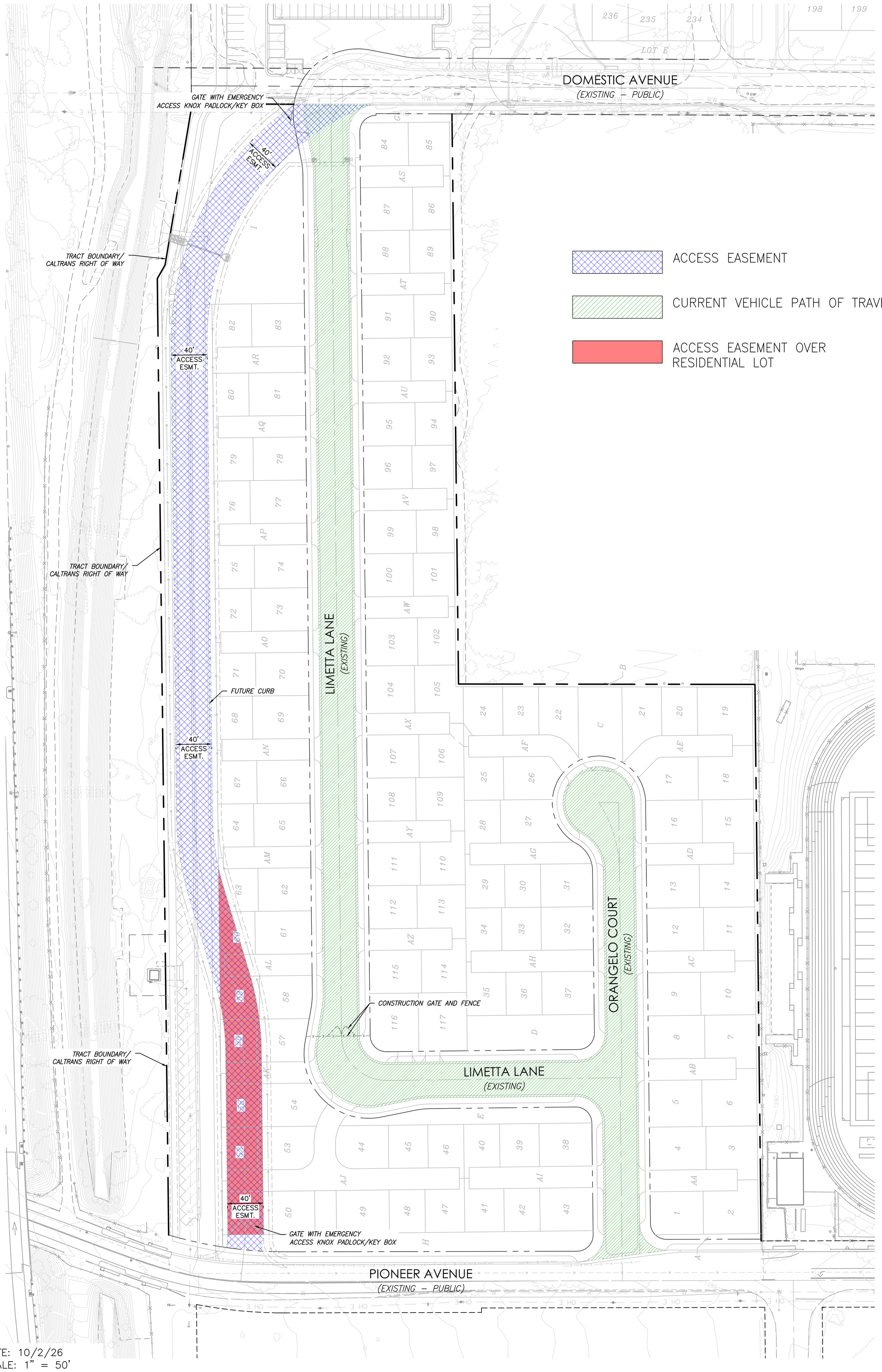


City of Redlands

Attachment A2: Location Map and Aerial

Author: Redlands GIS **Date:** 10/2/2026

TR 20528 - PIONEER
TEMPORARY ACCESS EASEMENT EXHIBIT



DATE: 10/2/26
SCALE: 1" = 50'
PLOTTED AT: 24"x36"

Q:\R314340.02 – MLC Tract Map No 20528\10 CADD & BIM\10.1 AutoCAD\10.1.1 Civil\Exhibits\434002–EX010 – Temporary Access Road Interim Exhibit.dwg, Layout: 24x36 EXB, Oct 02 2026 1:25pm

TRACT NO. 20528

IN THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

BEING A SUBDIVISION OF A PORTION OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN

HUITT ZOLLARS

DATE OF SURVEY: AUGUST, 2021

AREA: 14.751 ACRES (GROSS)
11.462 ACRES (NET)
NUMBERED LOTS: 117
LETTERED LOTS: 35

MONUMENT NOTES

● DENOTES FOUND MONUMENT AS NOTED

○ DENOTES SET 1" IRON PIPE AND TAG "PLS 8912", FLUSH, UNLESS SHOWN OTHERWISE, STREET CENTERLINE MONUMENTS SET 1/4" BELOW PAVEMENT SURFACE.

SET 1" IRON PIPE AND TAG "PLS 8912" OR LEAD, TACK, AND TAG, "PLS 8912" AT ALL LOT CORNERS AND ANGLE POINTS IN SIDE LOT LINES EXCEPT SET LEAD, TACK, AND TAG, "PLS 8912" IN TOP OF CURB ON PROLONGATION OF SIDE LOT LINES IN LIEU OF FRONT PROPERTY CORNERS.

SEARCHED FOUND NOTHING AT ALL PROPERTY CORNERS UNLESS SHOWN OTHERWISE.

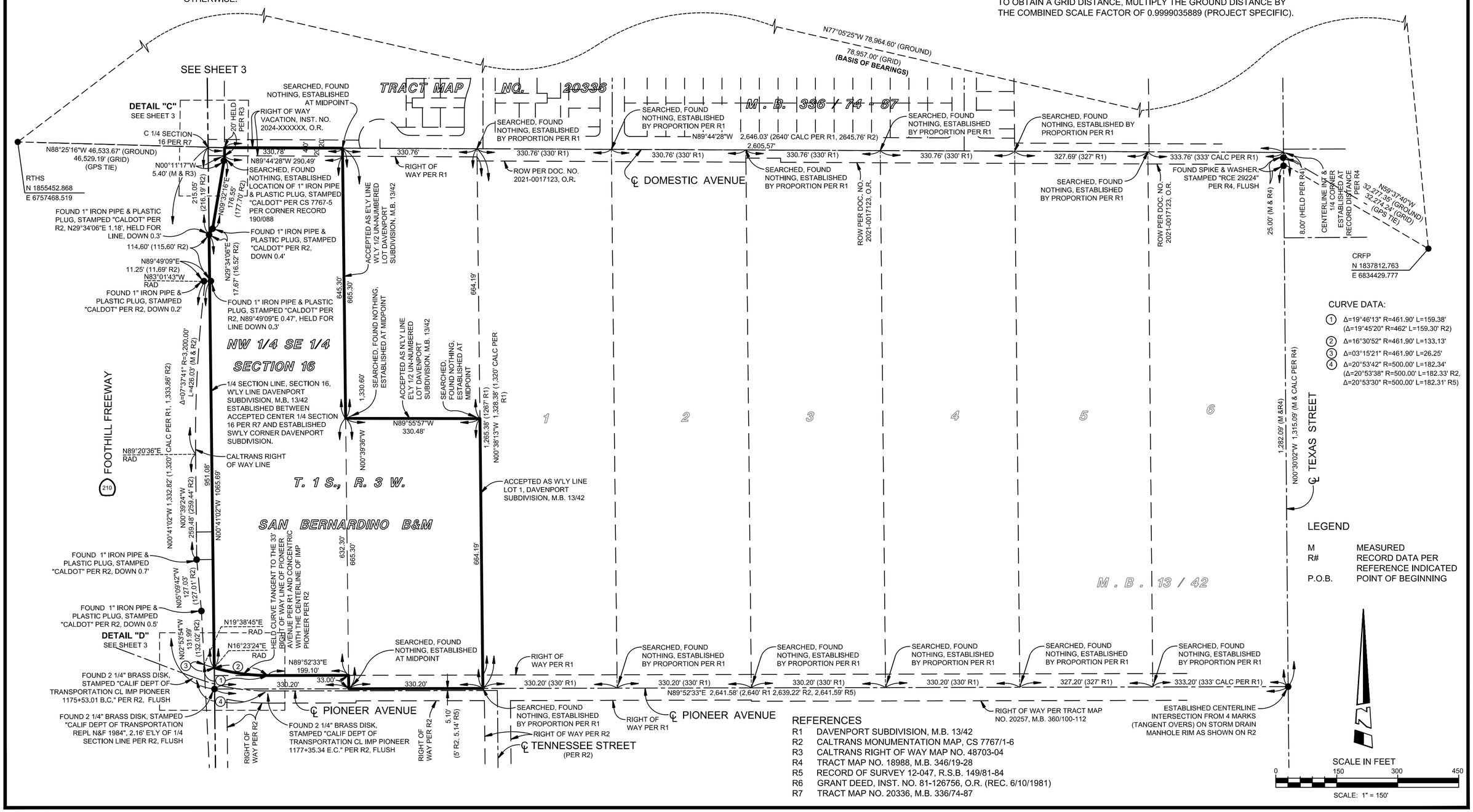
BASIS OF BEARINGS:

BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE BEARING BETWEEN SOPAC CONTROL STATIONS RTHS AND CRFP BEING NORTH 77°05'25" WEST.

DATUM STATEMENT:

THE COORDINATES OF THE FIELD SURVEY REFERENCED HEREON ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE 5, NAD83 DATUM, 2017.5 EPOCH.

ALL DISTANCES SHOWN ARE GROUND, UNLESS NOTED OTHERWISE. TO OBTAIN A GRID DISTANCE, MULTIPLY THE GROUND DISTANCE BY THE COMBINED SCALE FACTOR OF 0.9999035889 (PROJECT SPECIFIC).



CURVE DATA:

① Δ=19°46'13" R=461.90' L=159.38' (Δ=19°45'20" R=462' L=159.30' R2)
② Δ=16°30'52" R=461.90' L=133.13'
③ Δ=03°15'21" R=461.90' L=26.25'
④ Δ=20°53'42" R=500.00' L=182.34' (Δ=20°53'38" R=500.00' L=182.33' R2, Δ=20°53'30" R=500.00' L=182.31' R5)

LEGEND

M	MEASURED
R#	RECORD DATA PER REFERENCE INDICATED
P.O.B.	POINT OF BEGINNING

REFERENCES

R1 DAVENPORT SUBDIVISION, M.B. 13/42
R2 CALTRANS MONUMENTATION MAP, CS 7767/1-6
R3 CALTRANS RIGHT OF WAY MAP NO. 48703-04
R4 TRACT MAP NO. 18988, M.B. 346/19-28
R5 RECORD OF SURVEY 12-047, R.S.B. 149/81-84
R6 GRANT DEED, INST. NO. 81-126756, O.R. (REC. 6/10/1981)
R7 TRACT MAP NO. 20336, M.B. 336/74-87

SCALE IN FEET
0 150 300 450
SCALE: 1" = 150'

AREA: 14.751 ACRES (GROSS)
11.462 ACRES (NET)
NUMBERED LOTS: 117
LETTERED LOTS: 35

TRACT NO. 20528

IN THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
BEING A SUBDIVISION OF A PORTION OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN

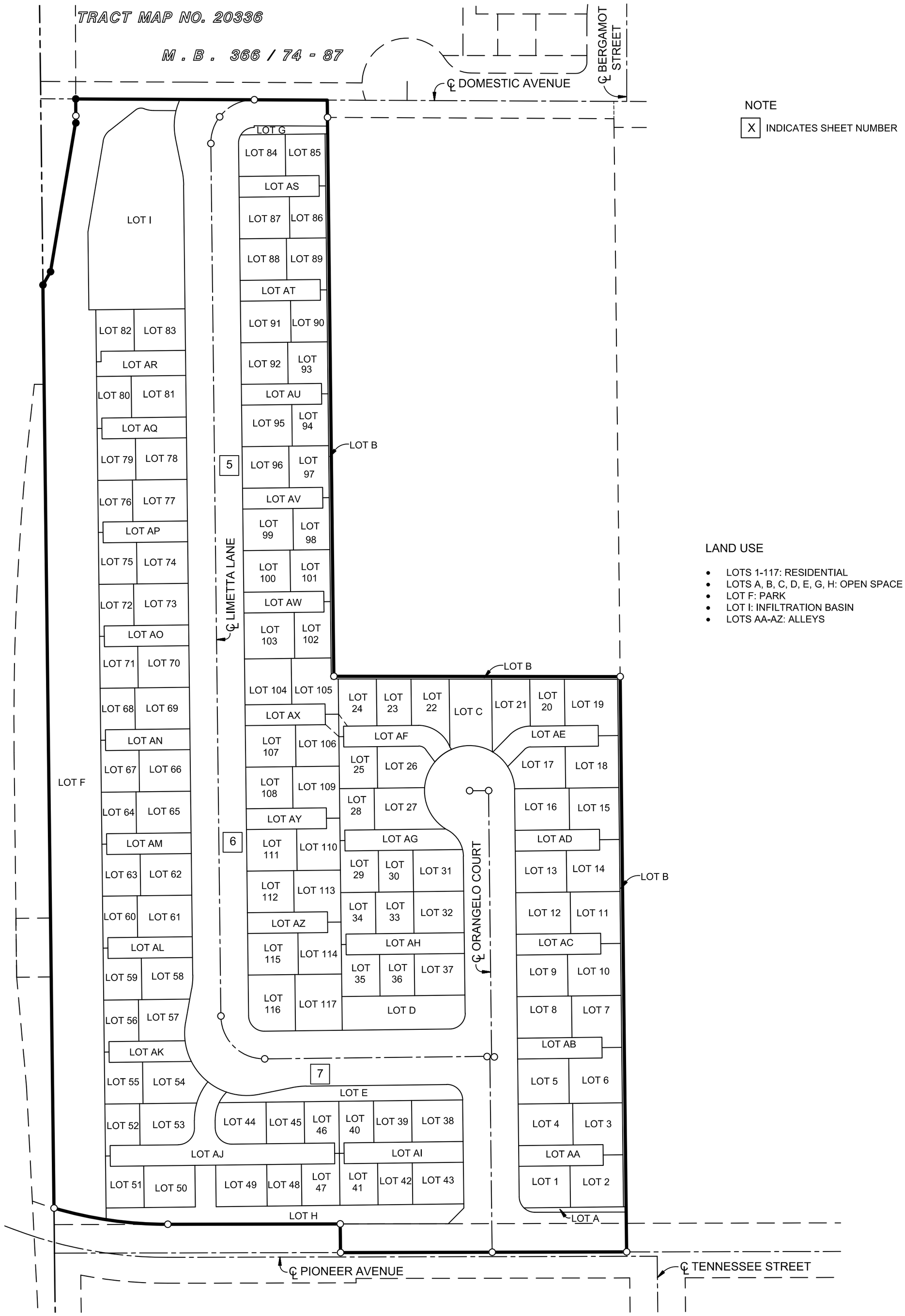
NOTES
1. SEE SHEET 2 FOR BASIS OF BEARINGS, BOUNDARY ESTABLISHMENT, REFERENCES, AND LEGEND.
2. SEE SHEET 3 FOR BOUNDARY DETAILS.
3. SEE SHEET 9 EASEMENT NOTES.
4. SEE SHEET 9-10 FOR EASEMENT LOCATIONS AND DETAILS.

HUITT ZOLLARS

DATE OF SURVEY: AUGUST, 2021

SCALE IN FEET
0 80 160 240
SCALE: 1" = 80'

SHEET INDEX MAP



NOTE
X INDICATES SHEET NUMBER

LAND USE
- LOTS 1-117: RESIDENTIAL
- LOTS A, B, C, D, E, G, H: OPEN SPACE
- LOT F: PARK
- LOT I: INFILTRATION BASIN
- LOTS AA-AZ: ALLEYS

RESOLUTION NO. 1764

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDLANDS DETERMINING THAT STREET VACATION NO. 200 FOR THE VACATING OF A TEMPORARY ROADWAY EASEMENT LOCATED ON THE WEST SIDE OF TRACT MAP NO. 20528 AND ADJACENT TO THE EAST SIDE OF STATE ROUTE 210, IS IN CONFORMITY WITH THE CITY'S GENERAL PLAN.

WHEREAS, Nick Harris, authorized representative for the property owner, has filed an application for Street Vacation No. 200 to vacate a roadway easement that is approximately 1,000 linear feet in length located on the properties within and on the west side of Tract Map No. 20528 and adjacent to State Route 210 (APNs: 0167-072-48-0000, 0167-072-26-0000, 0167-072-23-0000, 0167-072-54-0000, 0167-072-22-0000, 0167-072-19-0000 0167-072-53-0000, 0167-072-18-0000, 0167-072-15-0000, 0167-072-52-0000, 0167-072-14-0000, 0167-072-49-0000, and 0167-061-01-0000); and

WHEREAS, the City of Redlands is authorized to vacate all or part of a public street or public service easement within the City pursuant to the Public Street, Highway and Service Vacation Easements law (California Streets and Highway Code, Section 8300 et. seq.); and

WHEREAS, the subject easement was granted to the City by the property owner to temporarily provide north-south access between Domestic Avenue and West Pioneer Avenue as a condition of approval for Tentative Tract Map No. 20336, but is no longer needed as a right-of-way was established to meet the Conditions of Approval; and

WHEREAS, on October 13, 2026, the Planning Commission held a public meeting and considered the staff report, oral report, the testimony and the written evidence submitted by and on behalf of the applicant and the general public; and

WHEREAS, pursuant to Section 15061(b)(3) of the State CEQA Guidelines, the project is exempt from the California Environmental Quality Act as an activity covered by the general rule exemption, as the project will not have the potential for causing a significant effect on the environment and it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment; and

WHEREAS, on October 13, 2026, the Planning Commission considered if the requested street vacation is in conformance with the 2035 General Plan.

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

SECTION 1. CALIFORNIA ENVIRONMENTAL QUALITY ACT. The project is exempt from CEQA in accordance with the California Environmental Quality Act Section 15061(b)(3), as there is no possibility of the street vacation having a significant effect on the environment.

SECTION 2. FINDING OF GENERAL PLAN CONFORMITY. The proposed street vacation will not be in conflict with the City's 2035 General Plan including the Connected City Chapter. The subject easement was granted on a temporary basis to the City by the property owner as a condition of approval for Tentative Tract Map No. 20336, and said easement is no longer needed as a temporary right-of-way for emergency ingress/egress purposes, and has been replaced with a permanent public roadway.

SECTION 3. RECOMMENDATION FOR APPROVAL. The Planning Commission recommends approval for the vacating of roadway easement described in the application for Street Vacation No. 200.

SECTION 4. EFFECTIVE DATE. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED AND APPROVED this 13th day of October, 2026.

Karah Shaw, Chair
Planning Commission

ATTEST:

Katherine Coleson, Secretary to the Planning Commission

I, Katherine Coleson, 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 13th day of October, 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Katherine Coleson, Secretary to the Planning Commission

Planning Commission **AGENDA ITEM NO. EA.**

DATE: October 13, 2026

TO: Honorable Chair and Planning Commission

SUBJECT: APPLICANT: CORY STILLINGS
(PROJECT PLANNER: NYLSEN ESCAJEDA, ASSISTANT PLANNER)

Consideration of Commission Review and Approval No. 464, Revision No. 1 – A request to construct a 661 square-foot addition to an existing two-story 6,719 square-foot office building to provide interior stair and elevator access to the second floor, as well as storage space and mechanical room. The subject property is located at 1180 Nevada Street (APN: 0292-341-06-0000) within the East Valley Complex Specific Plan (Specific Plan No. 25). The proposal is exempt from environmental review in accordance with Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines.

SYNOPSIS:

1. General Plan Designation	Commercial
2. Existing Zoning	East Valley Complex Specific Plan (Specific Plan 25)
3. Surrounding Zoning	North: Specific Plan 25, Office/Industrial district East: Specific Plan 25, Office/Industrial district South: Specific Plan 25, Urban Services Commercial district West: Specific Plan 25, Office/Industrial district
4. Existing Land Use	Existing 6,719 square foot dental surgery office
5. Surrounding Land Use	North: Multi-tenant medical and professional offices South: Multi-tenant medical and professional offices West: Multi-tenant office buildings East: Multi-tenant office buildings
6. Area / Topography	The site is fully developed and is generally flat in topography.
7. Environmental Determination	The project qualifies for exemption from CEQA pursuant to Section 15301 (Existing Facilities) of the CEQA Guidelines.
8. Planning Commission Submittal Dates	(A) Date Submitted: May 12, 2026 (B) Date Accepted as Complete: August 27, 2026 (C) Planning Commission Meeting: October 13, 2026

PROPOSAL:

The applicant is requesting a modification of Commission Review and Approval No. 464 to construct a 661 square-foot addition to an existing dental surgery office. The proposed addition will provide interior stairs and elevator access to the second floor, which the applicant intends to utilize as exam, procedure, and office areas. Currently, the second story is office space, and the applicant intends to modify the interior space to introduce exam and procedure rooms, among other operational rooms. The addition will also include storage and mechanical rooms. The proposed additions would result in a total net increase of 661 square feet between the two floors (374 1st Floor and 287 2nd Floor). The project site is located at 1180 Nevada Street within the Office/Industrial district of Specific Plan 25 (East Valley Complex) (see Attachment A – Location Map and Aerial).

BACKGROUND:

The existing professional office building was approved in 1982 with Commission Review and Approval (CRA) No. 464, constructed under the development standards of Specific Plan No. 25 and the Commercial Industrial (C-M) District. The approval was for two buildings, now addressed as 1180 Nevada Street (this project site) and 1200 Nevada Street (building to the north). This request is first and only revision on this site.

Another two sites, 1174 Nevada Street (to the south) and 1210 Nevada Street (to the north), were entitled under CRA No. 465. There is reciprocal car parking, access, and site improvements between all four buildings.

ANALYSIS:

A) General Plan Consistency

The project site is located within the Commercial land use designation of the 2035 General Plan (see Attachment B – General Plan Land Use Map) which designates area for the development of a wide range of commercial uses, including neighborhood-serving stores and convenience centers, regional commercial centers, and commercial recreation. The proposal to expand the use of an existing dental surgery office (office building) is consistent with the Commercial land use designation, and the proposal is consistent with the applicable goals and policies of the General Plan listed below.

> Action 3-A.3: Assist in the expansion and retention of existing businesses and industries.
>
> Action 3-A.5: Promote revitalization and rehabilitation of older commercial and industrial areas to make them more competitive, accessible, aesthetically appealing, and economically viable.
>
> Policy 3-P.11: Support businesses, both existing and new, as they seek to provide and expand gainful, long-term employment opportunities that strengthen local workforce participation.

B) Zoning

The subject site is located within the “Office/Industrial” district of the East Valley Complex Specific Plan (Specific Plan No. 25), where medical offices are permitted by right (see Attachment C – Zoning Map). The purpose of Specific Plan 25 is to provide an enriched commercial environment and strong regional business center with aesthetic cohesiveness, harmonious massing of structures, and the interfacing of open space through the utilization of superior land planning and architectural design.

The project will comply with all applicable development standards for Specific Plan 25, as summarized in the following table of development standards:

Table 1: Summary of Specific Plan 25 Development Standards

Development Standard	Requirement	Proposed	Complies
Lot Size	20,000 square-feet	20,500 square-feet (no change)	Yes
Lot Coverage	50% coverage maximum	18.6%	Yes

Front Setback	12’ minimum	16’ (no change)	Yes
Side Setback	None required	North side: 10’ (no change) South side: 33’	Yes
Building Height	4 Stories	2 Stories (no change)	Yes
Parking Lot Landscaping	7% of the parking area (per RMC 18.168.210)	19.9%	Yes

C) Commission Review and Approval

Proposed Addition:

The scope of work includes the addition of 661 square feet of interior space which would provide an interior staircase, elevator, storage rooms, and mechanical rooms across two floors. This addition would wrap around the southern and eastern façades of the building. The addition would shift the primary entrance (into the lobby/reception area) by approximately ten feet, and a secondary entrance into the lobby would be added on the eastern side. Also to be constructed are new elevator shaft (73 square feet in area), a 33 square foot mechanical room on the first floor, an approximately 180 square foot staircase, and 70 square foot storage space on the second floor.

While not in the scope of the entitlement, the applicant is also proposing tenant improvements to the internal layout of the second story. Currently, the second story has a number of office, storage, and restroom areas. The applicant is installing new exam rooms, procedure rooms, reception, and ancillary dental office areas (breakroom, cleaning rooms, supply closets, etc.) (see Attachment E – Site Plan and Floor Plans).

Parking and Circulation: The original entitlement was approved with 66 spaces for both 1180 Nevada Street and 1200 Nevada Street (a minimum of 65 were required). Currently, the subject site has 37 spaces. The property at 1180 Nevada provides 34 spaces on-site.

While the resulting gross square footage will be greater than the original entitlement, the site will still provide the number of spaces required by Specific Plan No. 25. The proposed new gross square footage is 7,380 square feet and would require 33 spaces (at a rate of one space per 225 square feet), and the site will provide 34 spaces. The project will also reconfigure the parking spaces at the front of the building (south side) to include an additional ADA-accessible space, ADA-accessible walkway, and a passenger loading zone. The addition will not encroach into any line of site or required roadway widths, allowing for the same circulation as approved with the original entitlement.

Landscaping: The proposal will ultimately provide 19.9% landscaping in the parking area, based off of 5,888 square feet of parking area divided by the 1,173 square feet of landscape area proposed (1,173 sq. ft. / 5,888 sq. ft. = 0.199 or 19.9%).

The proposed addition will replace parts of a landscaping strip that is on the east side (rear) of the building, as well as slightly alter the pedestrian circulation area towards the front (southern) side of the building (by approximately 150 square feet). However, the landscaping being altered does not meet the minimum dimensions to be included as part of the site's required parking lot landscape area (i.e., less than 5’ in width) and the site continues to meet the landscaping standard by providing nearly 20% coverage.

Specific Plan No. 25 asks for front and rear yard areas to be landscaped. These areas are currently landscaped and will remain unaltered, as the addition will not be placed in these required yard areas.

D) Architectural Review Criteria

The south and east building elevations show the façades for the addition (see Attachment F – Exterior Elevations). The exterior will match the stucco finish, and the roof line and roofing material will match the clay Spanish-style tiles of the original building. The addition will include the large rectangular multi-pane windows seen throughout the building, and it will match the spacing and repetition of the existing building (one window on the second floor corner, and two on the first floor corner).

Although the proposed building additions and use are permitted within the zone, new construction over 500 square feet is subject to review by the Planning Commission per Redlands Municipal Code (RMC) Chapter 18.12.190(D) and requires approval. The Commission reviews the project to determine whether the proposed development is in conformity with RMC Section 18.12.170, Architectural Review Criteria, and if approval of the plan is in the best interest of the public health, safety, and general welfare. It is intended that design submittals be compatible with the character of adjacent and surrounding developments, and that they be of comparable composition, materials, textures and colors. Conformance is evaluated based on the following seven criteria:

1. Site layout, orientation, location of structures and relationship to one another, as well as open spaces and topography.

The proposed additions to the existing building and site meet all applicable development standards of Specific Plan No. 25 in terms of building setbacks, parking requirements, and landscape requirements. The proposed addition will be located on the southeastern portion of the building and will not substantially increase the footprint of the building. It also will still support the existing layout, circulation, and orientation of the building.

2. Harmonious relationship of building with existing and proposed adjoining developments.

The proposal will still maintain a harmonious relationship with the adjoining properties because it is not substantially increasing the form and massing of the original building. By only adding 371 square feet of building footprint and wrapping it into the rear corner of the building, it does not strongly alter the building patterns and sizes in the area. Because this addition maintains some of the prominent architectural elements of the original, it remains consistent with the contemporary styles seen throughout the neighboring office buildings.

3. Maximum height, area, setbacks and overall mass of building, as well as other structures such as walls, screens, towers or signs, and effective concealment of all mechanical equipment.

The proposed additions will not increase the height of the existing structure and will conform to the development standards in terms of maximum height, area, setbacks, and overall mass of the building. The addition will keep the roofline and pitch of the existing building, as well as maintain a rectangular massing of the building. The addition will not have mechanical equipment on the roof, and further screens the existing rooftop equipment by constructing additional projecting roofline to obstruct the line of sight from the street.

4. Harmony of construction materials and colors in relation to all exterior elevations.

The project will maintain matching colors and materials to match the existing building façade. The addition will use stucco to match the existing building, as well as the clay Spanish-style tile roofing. The additional will also incorporate the rectangular multi-pane windows seen throughout the rest of the building.

5. Location and type of planting, with due regard for the preservation of specimen trees upon a site.

The site will preserve most of the landscaping, with a select few palm trees within the landscaping strip (abutting the rear of the building) being removed. The site intends to preserve nearly 1,173 square feet of landscaping, and any other trees already existing there.

6. Design and appropriateness of signs in relation to the architectural style of the building.

The project does not propose additional signage. The project will utilize the applicable sign code criteria for Specific Plan No. 25 for this zoning district. Any future wall signs will be reviewed administratively and would require a sign permit application

7. Glazing or image reflective surfaces (specular reflectance) shall be limited to a maximum reflectance value of twenty five percent (25%). "Specular reflectance" means any mirror like reflection, as contrasted to diffused reflection from such surfaces as concrete or vegetation.

The proposed additions do not propose additional glass surfaces which would increase the glazing or image reflective surfaces of the building. The existing building incorporates glass along the west, south, and east elevations which were reviewed for compliance under the original entitlement.

ENVIRONMENTAL REVIEW:

The proposed project is exempt from environmental review in accordance with the California Environmental Quality Act, Section 15301 of the State CEQA Guidelines, for existing facilities. Section 15301(e)(1) applies to additions to existing structures provided that the addition will not result in an increase of more than 50 percent of the floor area. The proposed project meets all applicable criteria, will not have any potentially significant impacts on the environment, and is eligible for exemption from environmental review.

FINDINGS:

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 existing site is adequate in size and shape to accommodate the proposed additions to the existing use. The proposed additions meet all required yards and setback requirements within Specific Plan No. 25, and the proposal does not intend to modify existing walls or fences, landscaping and other features that would not be in compliance with applicable development standards.

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 existing streets and highways are designed to carry the type and quantity of traffic generated by the existing use and the proposed additions are relatively minor in size in relation to the existing use. The site is adjacent to Nevada Street which is considered a minor arterial road in the City's General Plan and is designed to interconnect with and augment the major arterial system and serve trips of moderate length.

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 of approval for the project will protect public health, safety, and general welfare. The project site will be developed in accordance with standard Engineering design requirements as well as standard Building Code and Fire Code requirements. The project has been conditioned to comply with the applicable provisions of the Redlands Municipal Code, Specific Plan No. 25, as well as the applicable California Building Code, California Fire Code, and any other applicable regulations.

RECOMMENDATIONS:

Staff recommends that the Planning Commission approve Commission Review and Approval No. 464, Revision No. 1, based on the analysis and findings in this staff report, and subject to the Conditions of Approval included in Resolution No. 1763.

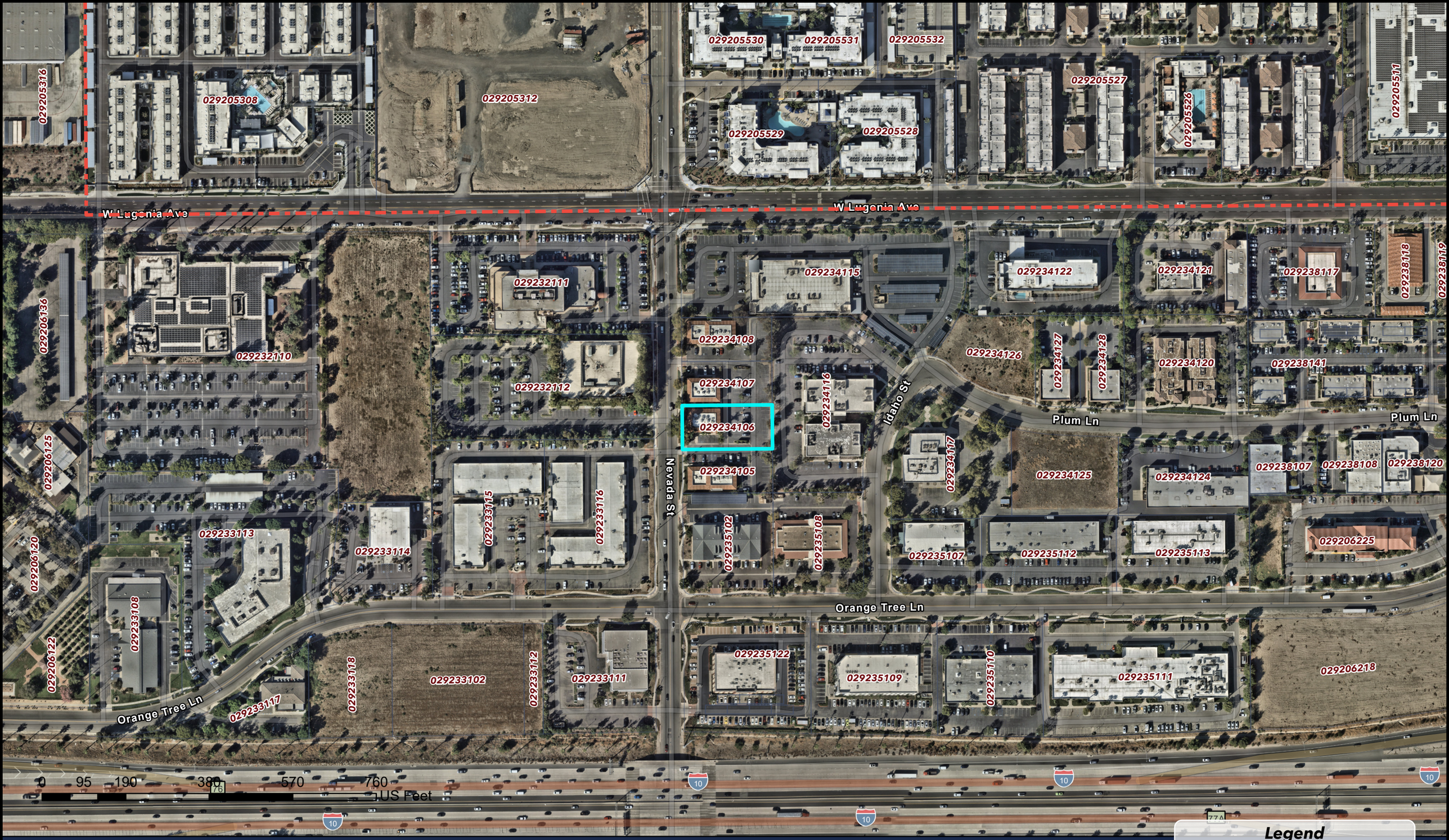
MOTION:

Should the Planning Commission concur with staff's recommendation, the following motion is provided.

"I move that the Planning Commission adopt Resolution No. 1763 to approve Commission Review and Approval No. 464, Revision No. 1, based on the findings contained in the staff report and subject to the attached Conditions of Approval."

Attachments

Attachment_A_-_Location_Map_and_Aerial.pdf
Attachment_B_-_General_Plan_Land_Use_Map.pdf
Attachment_C_-_Zoning.pdf
Attachment_D_-_Table_of_Zoning_Standards.pdf
Attachment_E_-_Site_Plan_and_Floor_Plans.pdf
Attachment_F_-_Exterior_Elevations.pdf
Attachment_G_Resolution_No_1763.pdf



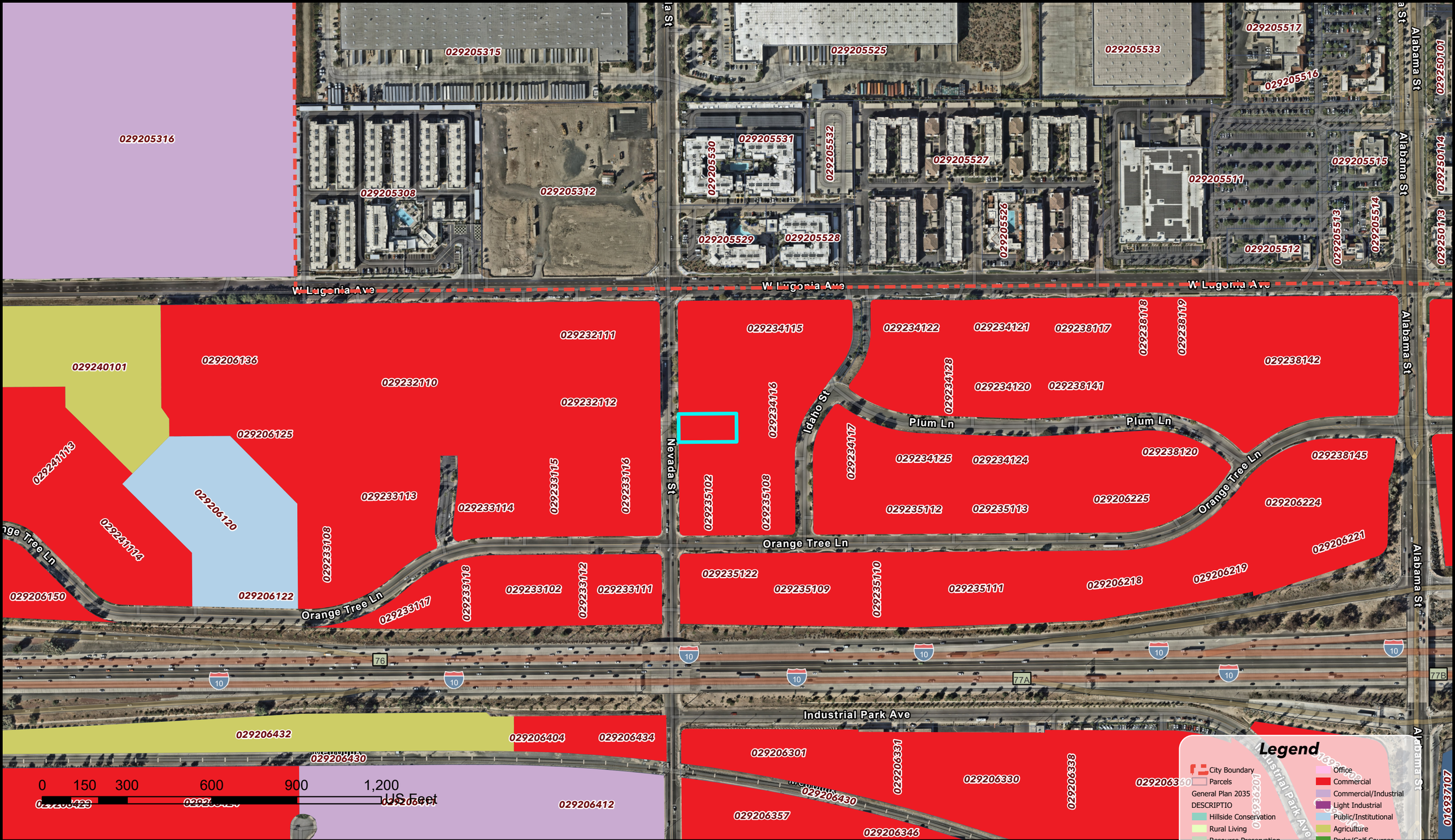
City of Redlands

Attachment A: Location Map and Aerial

Author: Redlands GIS **Date:** 9/28/2026

Legend

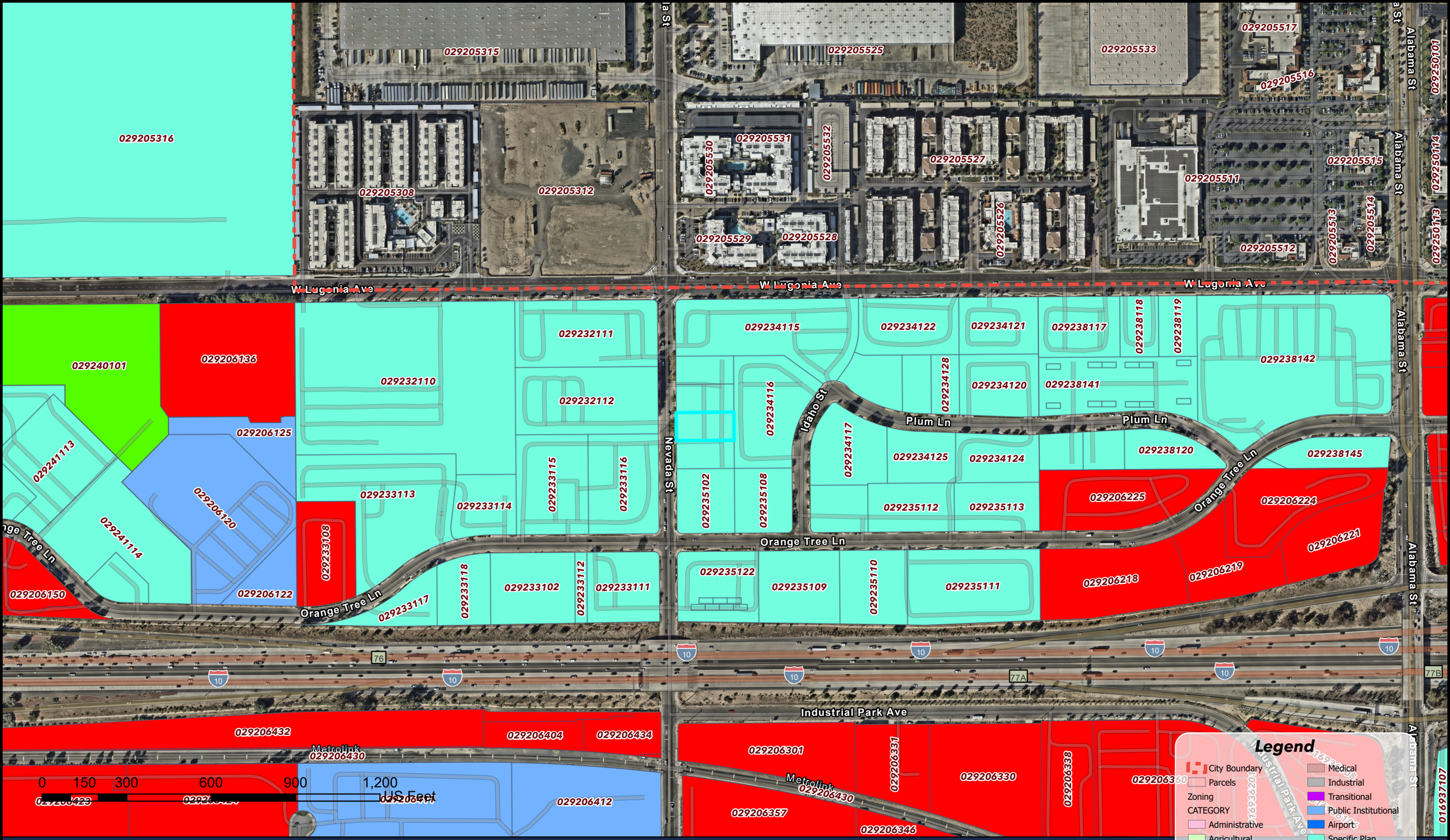
- City Boundary
- Parcels
- APN



City of Redlands

Attachment B: General Plan Land Use Map

Author: Redlands GIS **Date:** 9/29/2026



Legend

- City Boundary
- Parcels

Zoning CATEGORY

- Administrative
- Agricultural
- Single Family Residential
- Multi-Family Residential
- Commercial
- Medical
- Industrial
- Transitional
- Public Institutional
- Airport
- Specific Plan
- Flood Plain
- Open Space

APN

City of Redlands

Attachment C: Zoning Map

Author: Redlands GIS **Date:** 9/29/2026

Summary of Specific Plan 25 Development Standards

Development Standard	***Requirement***	***Proposed***	***Complies***
Lot Size	20,000 square-feet	20,500 square-feet (no change)	Yes
Lot Coverage	50% coverage maximum	18.6%	Yes
Front Setback	12’ minimum	16’ (no change)	Yes
Side Setback	None required	North side: 10’ (no change) South side: 33’	Yes
Building Height	4 Stories	2 Stories (no change)	Yes
Parking Lot Landscaping	7% of the parking area (per RMC 18.168.210)	19.9%	Yes

REDLANDS DENTAL SURGERY CENTER

TENANT IMPROVEMENT : 1180 NEVADA ST; REDLANDS, CA 92374

NOTES

1. CONTRACTOR SHALL, PRIOR TO COMMENCEMENT OF WORK, FIELD VERIFY ALL EXISTING PROJECT CONDITIONS, INCLUDING DIMENSIONS AND UTILITY LOCATIONS AND UTILITY SIZES.
2. FIELD INFORMATION OF DISCREPANCIES SHALL BE RECORDED ON A REPRODUCIBLE DOCUMENT AND IMMEDIATELY TRANSMITTED TO THE DESIGNER FOR PROJECT RECORD, COORDINATION, AND NECESSARY RESOLUTION PRIOR TO CONTAINING WITH WORK.
3. CONTRACTOR SHALL VERIFY, AND BE RESPONSIBLE FOR ALL WORK AND MATERIAL- INCLUDING THOSE FURNISHED BY SUBCONTRACTORS.
4. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED SIZES. DO NOT SCALE DRAWINGS TO DETERMINE ANY LOCATIONS. THE ARCHITECT SHALL BE NOTIFIED OF ANY DISCREPANCIES, PRIOR TO CONTINUING.
5. ALL WORK SHALL CONFORM TO THE LATEST ADOPTED EDITIONS OF ALL APPLICABLE BUILDING CODES, THE AMERICANS WITH DISABILITIES ACT, AS WELL AS ALL OTHER LOCAL GOVERNING CODES AND ORDINANCES.
6. ALL ELECTRICAL, MECHANICAL, AND PLUMING WORK SHALL CONFORM TO THE REQUIREMENTS OF ALL LEGALLY CONSTITUTED AUTHORITIES HAVING JURISDICTION.
7. THE GENERAL BUILDING PERMITS SHALL BE PAID FOR BY THE OWNER AND SECURED BY THE GENERAL CONTRACTOR. ALL OTHER REQUIRED PERMITS SHALL BE SECURED AND PAID FOR BY THE CONTRACTOR OR SUBCONTRACTOR DIRECTLY RESPONSIBLE.
8. ALL REQUIRED CITY AND COUNTY LICENSES SHALL BE ACQUIRED AND PAID FOR BY THE INDIVIDUAL TRADES.
9. ALL CONTRACTORS SHALL HAVE VALID CERTIFICATES OF WORKMAN'S COMPENSATION ON FILE WITH THE APPROPRIATE AGENCIES.
10. CONTRACTOR SHALL ASSIST OWNER IN OBTAINING FINAL APPROVAL OF LOCAL HEALTH DEPARTMENT AND THE TEMPORARY AND FINAL CERTIFICATES OF OCCUPANCY.
11. CONTRACTOR SHALL PROVIDE BACKING FOR SUPPORT OF ALL WALL, CEILING, AND PARTITION MOUNTED ITEMS SUCH AS LIGHT FIXTURES, SHELVING, EQUIPMENT, AND TELEVISIONS. COORDINATE LOCATIONS AND REQUIREMENTS WITH THE PLUMBING, MECHANICAL, ELECTRICAL DRAWINGS.
12. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING UTILITIES, WHETHER SHOWN HEREIN OR NOT, AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR(S) SHALL BEAR ALL EXPENSE FOR THE REPAIR OR REPLACEMENT OF UTILITIES AND ALL OTHER PROPERTY DAMAGED BY OPERATIONS IN CONJUNCTION WITH EXECUTION OF WORK.
13. CONTRACTOR SHALL PROVIDE PROTECTION IN ACCORDANCE WITH ALL APPLICABLE BUILDING CODES. CONTRACTOR SHALL PROVIDE REQUIRED PROTECTION INCLUDING, BUT NOT LIMITED TO SHORING, BRACING, AND ALL OTHER SUPPORTS (INCLUDING ENGINEERING OF SYSTEMS) NECESSARY TO MAINTAIN OVERALL STRUCTURAL INTEGRITY OF THE BUILDING.
14. ALL DEMOLITION AND CUTTING SHALL BE PREFORMED IN A MANNER AND BY METHODS WHICH ENSURE AGAINST DAMAGE TO EXISTING WORK.
15. INTERIOR WALL AND CEILING FINISHES SHALL NOT EXCEED FLAME SPREAD CLASSIFICATIONS DICTATED BY ALL APPLICABLE BUILDING CODES.
16. GYPSUM BOARD AND SUSPENDED CEILING SYSTEMS SHALL CONFORM TO ALL LOCAL GOVERNING BUILDING CODES AND ORDINANCES.
17. PIPES, CONDUITS, OR DUCTS EXCEEDING ONE THIRD OF THE SLAB OR MEMBER THICKNESS SHALL NOT BE PLACED IN STRUCTURAL CONCRETE UNLESS SPECIFICALLY DETAILED. REFER TO MECHANICAL, ELECTRICAL, PLUMBING AND STRUCTURAL DRAWINGS FOR LOCATION OF SLEEVES AND OTHER ACCESSORIES.
18. CONTRACTOR SHALL REFER TO AND CONFORM WITH ALL FINDINGS AND RECOMMENDATIONS SET FORTH IN THE SOILS REPORT.
19. THE DESIGNER ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THE FINDINGS IN THE SOILS REPORT, NOR FOR THE FINAL RECOMMENDATIONS. SHOULD ANY UNUSUAL CONDITIONS BECOME APPARENT DURING GRADING OR FOUNDATION CONSTRUCTION NOTIFY THE SOILS ENGINEER FOR INSTRUCTIONS PRIOR TO CONTINUING WORK.
20. EXTERIOR OPENINGS SHALL COMPLY WITH ALL SECURITY REQUIREMENTS AS OUTLINED IN ALL LOCAL BUILDING CODES AND ORDINANCES.
21. ACCURATE AS-BUILT DRAWINGS SHALL BE GENERATED BY CONTRACTOR DURING CONSTRUCTION AND SUBMITTED TO OWNER UPON COMPLETION OF FINAL PUNCH LIST, BUT PRIOR TO REQUEST FOR FINAL PAYMENT.
22. ROOF OBSTRUCTIONS SUCH AS TELEVISIONS ANTENNA, SOLAR PANELS, AND GUY WIRES SHALL NOT BE LOCATED OR INSTALLED IN SUCH A WAY AS TO PREVENT FIRE DEPARTMENT ACCESS OR EGRESS IN THE EVENT OF A FIRE
23. SPECIAL INSPECTORS MUST BE QUALIFIED AND ABLE TO DEMONSTRATE COMPETENCE TO THE ENFORCING AGENCY IN THE DISCIPLINE IN WHICH THEY ARE INSPECTING.

GREEN BUILDING SITE NOTES:

1. OPERATION AND MAINTENANCE MANUAL. AT THE TIME OF FINAL INSPECTION, A MANUAL, COMPACT DISC, WEB-BASED REFERENCE OR OTHER MEDIA ACCEPTABLE TO THE ENFORCING AGENCY WHICH INCLUDES ALL OF THE FOLLOWING SHALL BE PLACED IN THE BUILDING:
   - 1.1. DIRECTIONS TO THE OWNER OR OCCUPANT THAT THE MANUAL SHALL REMAIN WITH THE BUILDING THROUGHOUT THE LIFE CYCLE OF THE STRUCTURE.
   - 1.2. OPERATION AND MAINTENANCE INSTRUCTIONS FOR THE FOLLOWING
     - 1.2.1. EQUIPMENT AND APPLIANCES, INCLUDING WATER-SAVING DEVICES AND SYSTEMS, HVAC SYSTEMS, WATER-HEATING SYSTEMS AND OTHER, MAJOR APPLIANCES AND EQUIPMENT.
     - 1.2.2. ROOF AND YARD DRAINAGE, INCLUDING GUTTERS AND DOWNSPOUTS.
     - 1.2.3. SPACE CONDITIONING SYSTEMS, INCLUDING CONDENSERS AND AIR FILTERS.
     - 1.2.4. LANDSCAPE IRRIGATION SYSTEMS.
     - 1.2.5. WATER REUSE SYSTEMS.
   - 1.3. INFORMATION FROM LOCAL UTILITY, WATER AND WASTE RECOVERY PROVIDERS ON METHODS TO FURTHER REDUCE RESOURCE CONSUMPTION, INCLUDING RECYCLE PROGRAMS AND LOCATION.
   - 1.4. PUBLIC TRANSPORTATION AND/OR CARPOOL OPTIONS AVAILABLE IN THE AREA.
   - 1.5. EDUCATIONAL, MATERIAL ON THE POSITIVE IMPACTS OF AN INTERIOR RELATIVE HUMIDITY BETWEEN 30-60 PERCENT AND WHAT METHODS AN OCCUPANT MAY USE TO MAINTAIN THE RELATIVE HUMIDITY LEVEL IN THAT RANGE.
   - 1.6. INFORMATION ABOUT WATER-CONSERVING LANDSCAPE AND IRRIGATION DESIGN AND CONTROLLERS WHICH CONSERVE WATER.
   - 1.7. INSTRUCTIONS FOR MAINTAINING GUTTERS AND DOWNSPOUTS AND THE IMPORTANCE OF DIVERTING WATER AT LEAST 5 FEET AWAY FROM THE FOUNDATION.
   - 1.8. INFORMATION ON REQUIRED ROUTINE MAINTENANCE MEASURES, INCLUDING, BUT NOT LIMITED TO, CAULKING, PAINTING, GRADING AROUND THE BUILDING, ETC.
   - 1.9. INFORMATION ABOUT STATE SOLAR ENERGY AND INCENTIVE PROGRAMS AVAILABLE.
   - 1.10. A COPY OF ALL SPECIAL INSPECTIONS VERIFICATIONS REQUIRED BY. THE ENFORCING AGENCY OR THIS CODE.
2. DURING CONSTRUCTION, ENDS OF DUCT OPENINGS ARE TO BE SEALED, AND MECHANICAL EQUIPMENT IS TO BE COVERED.
3. THIRD PARTY VERIFICATION IS REQUIRED FOR MANDATORY CALGREEN MEASURES.
4. SEAL BUILDING ENVELOPE JOINTS AND OPENINGS ACCORDING TO CEC.
5. AUTOMATIC IRRIGATION SYSTEM CONTROLLERS INSTALLED AT THE TIME OF FINAL INSPECTION SHALL BE WEATHER OR SOIL MOISTURE-BASED.

NOTE:
CONSTRUCTION FOR WORK FOR WHICH A PERMIT IS REQUIRED SHALL BE SUBJECT TO INSPECTION BY THE BUILDING OFFICIAL AND SUCH CONSTRUCTION OR WORK SHALL REMAIN ACCESSIBLE AND EXPOSED FOR INSPECTION PURPOSES UNTIL APPROVED. APPROVAL AS A RESULT OF AN INSPECTION SHALL NOT BE CONSTRUED TO BE AN APPROVAL OF A VIOLATION OF THE PROVISIONS OF THE JURISDICTION CODE OR OF OTHER ORDINANCES OF THE JURISDICTION. INSPECTIONS PRESUMING TO GIVE AUTHORITY TO VIOLATE OR CANCEL THE PROVISIONS OF THE JURISDICTION CODE OR OF OTHER ORDINANCES OF THE JURISDICTION SHALL NOT BE VALID. IT SHALL BE THE DUTY OF THE PERMIT APPLICANT TO CAUSE THE WORK TO REMAIN ACCESSIBLE AND EXPOSED FOR INSPECTION PURPOSES. NEITHER THE BUILDING OFFICIAL NOR THE JURISDICTION SHALL BE LIABLE FOR EXPENSE ENTAILED IN THE REMOVAL OR REPLACEMENT OF ANY MATERIAL REQUIRED TO ALLOW INSPECTIONS.

PROJECT DATA

PROJECT ADDRESS:	1180 NEVADA ST. REDLANDS, CA 92374
APPLICANT/ OWNER:	RUSSELL SCHEULT CELL: 909-648-1416 SEHEULT@MSN.COM
COUNTY:	SAN BERNARDINO
A.P.N.	257-041-005
PARCEL MAP BOOK:	0292 pg.34
LOT NUMBER:	05

CONSULTANTS

ARCHITECT:	AJ BUSBY ARCHITECTURAL CORPORATION RIVERSIDE, CA 92506 PHONE: 951-990-4667 CONTACT: AMANDA BUSBY EMAIL: AMANDA@AJBARCH.COM
ENGINEER:	JRM ENGINEERING AND DESIGN PO BOX 77144 CORONA, CA 92877 PHONE: 951-235-0276 CONTACT: JASON MUTKA EMAIL: JASON@JRMPE.COM
MECHANICAL/ PLUMBING AND ELECTRICAL ENGINEER:	PIVOT ENGINEERING CONSULTANTS INC. 11226 EVERGREEN LOOP CORONA, CA 92883 PHONE: 909-610-5364 CONTACT: MOSTAFA ZUBAIR EMAIL: MZUBAIR@PECCUSA.COM

PARKING CALCULATIONS:

SURGERY/ DENTAL OFFICE GROSS AREA:	7,380 SQ.FT.
PARKING REQUIRED:	1/225 SQ.FT. = 33 STALLS
PARKING PROVIDED:	34 STALLS PROVIDED
ADA ACCESSIBLE STALLS REQUIRED:	2
ADA ACCESSIBLE STALLS PROVIDED:	2

OCCUPANT, PLUMBING LOAD, & PARKING ANALYSIS FOR NEW PROJECT SCOPE OF WORK

OCCUPANT LOAD

SPACE/ROOM NAME	AREA	LOAD FACTOR	OCCUPANTS
INSTRUMENT STORAGE	57	1 PER 100 SQ.FT. (GROSS)	
SURGERY ROOM 1	289	1 PER 100 SQ.FT. (GROSS)	
SURGERY ROOM 2	194	1 PER 100 SQ.FT. (GROSS)	
PRE-OP 1 & RECOVERY	177	1 PER 100 SQ.FT. (GROSS)	
STORAGE	15	1 PER 100 SQ.FT. (GROSS)	
STORAGE/BACK UP POWER	21	1 PER 100 SQ.FT. (GROSS)	
SUPPLY ROOM 1	10	1 PER 100 SQ.FT. (GROSS)	
SUPPLY ROOM 2	10	1 PER 100 SQ.FT. (GROSS)	
CLEAN/DIRTY	194	1 PER 100 SQ.FT. (GROSS)	
RESTROOMS/CORRIDOR/WALL THICKNESS	293	1 PER 100 SQ.FT. (GROSS)	
TOTAL	1,260	1 PER 100 SQ.FT. (GROSS)	5
EXAM 1	124	1 PER 150 SQ.FT. (GROSS)	
EXAM 2	111	1 PER 150 SQ.FT. (GROSS)	
RECEPTION/CHECK-IN	181	1 PER 150 SQ.FT. (GROSS)	
OFFICE	69	1 PER 150 SQ.FT. (GROSS)	
STORAGE 1	110	1 PER 150 SQ.FT. (GROSS)	
STORAGE 2	77	1 PER 150 SQ.FT. (GROSS)	
MED GAS	20	1 PER 150 SQ.FT. (GROSS)	
COMPRESSOR ROOM	33	1 PER 150 SQ.FT. (GROSS)	
ELEVATOR	73	1 PER 150 SQ.FT. (GROSS)	
MECHANICAL ROOM	33	1 PER 150 SQ.FT. (GROSS)	
ELECTRICAL ROOM	46	1 PER 150 SQ.FT. (GROSS)	
STORAGE CLOSET	8	1 PER 150 SQ.FT. (GROSS)	
PROCEDURE 1	140	1 PER 150 SQ.FT. (GROSS)	
EXAM 3	114	1 PER 150 SQ.FT. (GROSS)	
EXAM 4	135	1 PER 150 SQ.FT. (GROSS)	
EXAM 5	134	1 PER 150 SQ.FT. (GROSS)	
EXAM 6	133	1 PER 150 SQ.FT. (GROSS)	
OFFICE 2	104	1 PER 150 SQ.FT. (GROSS)	
STORAGE 3	70	1 PER 150 SQ.FT. (GROSS)	
STORAGE 4	37	1 PER 150 SQ.FT. (GROSS)	
STORAGE 5	94	1 PER 150 SQ.FT. (GROSS)	
STORAGE 6	44	1 PER 150 SQ.FT. (GROSS)	
BREAKROOM 1	137	1 PER 150 SQ.FT. (GROSS)	
BREAKROOM 2	253	1 PER 150 SQ.FT. (GROSS)	
RECEPTION	81	1 PER 150 SQ.FT. (GROSS)	
OPEN OFFICE AREA	144	1 PER 150 SQ.FT. (GROSS)	
DIRTY/CLEAN AREA	121	1 PER 150 SQ.FT. (GROSS)	
PROCEDURE 2	147	1 PER 150 SQ.FT. (GROSS)	
DENTAL PHOTO AREA	42	1 PER 150 SQ.FT. (GROSS)	
RESTROOMS/CORRIDOR/WALL THICKNESS	2,467	1 PER 150 SQ.FT. (GROSS)	
TOTAL	5,282	1 PER 150 SQ.FT. (GROSS)	36
LOBBY/WAITING ROOM 1	374	1 PER 7 SQ.FT. NET	
LOBBY/WAITING ROOM 2	444	1 PER 7 SQ.FT. NET	
TOTAL	818	1 PER 7 SQ.FT. NET	55
NEW TOTAL OCCUPANTS			96

OCCUPANT LOAD FACTOR FOR PLUMBING FACILITIES
(PER TABLE 4-1 OF THE 2025 CPC)

SPACE/ROOM NAME (B OCCUPANY)	GROSS FLOOR AREA	LOAD FACTOR	OCCUPANTS
OFFICE/ EXAM AREAS	1,889	1 PER 150 SQ.FT.	13
WAITING ROOMS	999	1 PER 15 SQ.FT.	67
STORAGE AREAS	553	1 PER 150 SQ.FT.	4
SURGERY AREAS	483	1 PER 150 SQ.FT	4
BREAK AREAS	390	1 PER 150 SQ.FT.	3
TOTAL OCCUPANT LOAD PER CPC			91
PLUMBING FIXTURES			
GROUP B (46 MEN/46 WOMEN)	REQUIRED	PROVIDED	
MEN'S WATER CLOSETS	1	4	
MEN'S LAVATORIES	1	4	
MEN'S URINALS	1	1	
WOMEN'S WATER CLOSETS	3	4	
WOMEN'S LAVATORIES	1	4	
DRINKING FOUNTAIN	1	2 (1 HI-LOW)	

PROJECT DESCRIPTION

1. TENANT IMPROVEMENT OF EXISTING UNIT
2. REMODEL EXISTING 1st AND 2nd FLOORS
3. CONSTRUCT ADDITION (374 1st FLOOR & 287 2nd FLOOR) FOR NEW ELEVATOR AND INTERIOR STAIRCASE.
4. REMODEL EXISTING EXTERIOR STAIRCASE

BUILDING ANALYSIS

BUILDING CODES:	2025 CBC, CEC, CPC, CMC, CFC, CGBSC, 2025 CALIFORNIA ENERGY STANDARDS

OFFICE BUILDING:

CONSTRUCTION TYPE:	V-B
OCCUPANCY TYPE	B
REQUIRED SEPARATION:	NO
FIRE SPRINKLERS:	YES
NUMBER OF STORIES:	2
GROSS AREA:	7,380 SQ.FT.
MAX ALLOWABLE AREA:	27,000 SQ.FT

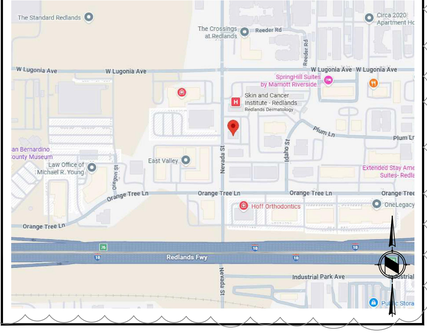
BUILDING AREA/FOOTPRINT:

(e) FOOTPRINT AREA:	3,434 SQ.FT.
(n) ADDITION FOOTPRINT:	371 SQ.FT.
TOTAL FOOTPRINT AREA:	3,805 SQ.FT.
LOT AREA:	20,500 SQ.FT.
(n) LOT COVERAGE:	18.56 %

LANDSCAPE/ PARKING AREAS:

PARKING STALL AREA:	5,888 SQ.FT.
LANDSCAPE IN PARKING AREA:	1,173 SQ.FT
AREA OF LANDSCAPE NEEDED IN PARKING STALL AREA:	412.16 SQ.FT
PERCENT OF LANDSCAPE PER PARKING STALL AREA PROVIDED:	19.92 %

VICINITY MAP



SHEET INDEX

CS-1	COVER/ TITLE SHEET
ARCHITECTURAL	
T-1	PLOT PLAN
T-2	GENERAL NOTES
T-3	GENERAL NOTES
T-4	GENERAL NOTES
T-5	GENERAL NOTES
AD1	ARCHITECTURAL DETAILS/ NOTES
AD2	ARCHITECTURAL DETAILS/ NOTES
AD3	ARCHITECTURAL DETAILS/ NOTES
AD4	ARCHITECTURAL DETAILS/ NOTES
AD5	ARCHITECTURAL DETAILS/NOTES
AD6	ARCHITECTURAL DETAILS/NOTES
AD7	ARCHITECTURAL DETAILS/NOTES
AD8	ARCHITECTURAL DETAILS/NOTES
A-0	AS-BUILT 1st FLOOR PLAN
A-0.1	AS-BUILT 2nd FLOOR PLAN
A-1	PROPOSED 1st FLOOR PLAN
A-2	PROPOSED 2nd FLOOR PLAN
A-3	ELEVATIONS
A-4	ELEVATIONS
A-5	ROOF PLAN
A-6	RESTROOMS
A-7	1st FLOOR FINISH FLOOR PLAN
A-8	2nd FLOOR FINISH FLOOR PLAN
A-9	1st FLOOR REFLECTED CEILING PLAN
A-10	2nd FLOOR REFLECTED CEILING PLAN
A-11	1st FLOOR EXIT PLAN
A-12	2nd FLOOR EXIT PLAN
A-13	SECTIONS
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M0.1	MECHANICAL SCHEDULES
M0.2	MECHANICAL SCHEDULES
M1.2	MECHANICAL SECOND FLOOR PLAN
M3.0	MECHANICAL ROOF PLAN
M5.0	MECHANICAL DETAILS
M6.0	TITLE 24
M6.1	TITLE 24
ELECTRICAL	
E0.0	ELECTRICAL COVER SHEET
E0.1	SINGLE LINE DIAGRAM
E0.2	TITLE 24
E0.3	TITLE 24
E1.0	1st FLOOR DEMOLITION PLAN
E1.1	2nd FLOOR DEMOLITION PLAN
E2.0	1st FLOOR LIGHTING PLAN
E2.1	2nd FLOOR LIGHTING PLAN
E3.0	1st FLOOR POWER PLAN
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E4.0	ELECTRICAL ROOF PLAN
PLUMBING	
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P1.2	SANITARY WASTE & VENT SECOND FLOOR PLAN
P2.1	DOMESTIC WATER & GAS FIRST FLOOR PLAN
P2.2	DOMESTIC WATER & GAS SECOND FLOOR PLAN
P-2.3	FIRST FLOOR MED GAS, VACUUM, & AIR
P-2.4	SECOND FLOOR MED GAS, VACUUM & AIR
P-3.0	ROOF PLAN PLUMBING
P-4.1	ISOMETRIC SANITARY WASTE & VENT
P-4.2	ISOMETRIC DOMESTIC WATER & GAS
P-5.0	PLUMBING DETAILS
P-6.0	TITLE 24
STRUCTURAL	
S-1	FOUNDATION PLAN
S-2	2nd FLOOR FRAMING PLAN
S-3	ROOF FRAMING PLAN
D1	SHEAR HOLDOWN SCHEDULE
D2	DETAILS
D3	DETAILS
D4	DETAILS

DEFERRED SUBMITTALS

a. FIRE SPRINKLER SYSTEM MODIFICATION
b. MEDICAL GAS SYSTEM
c. FIRE ALARM SYSTEM

AJ BUSBY ARCHITECTURAL CORP.

PHONE: 951-990-4667
EMAIL: amanda@ajbarch.com

OWNER/ PROJECT INFORMATION:
TENANT IMPROVEMENT
REDLANDS DENTAL SURGERY CENTER - DR. SEHEULT
1180 NEVADA ST.; REDLANDS, CA 92374

SHEET TITLE:
COVER/ TITLE SHEET

DATE:	REVISION:
07/27/26	PLAN CHECK
03/02/26	1st BUILDING SUBMITTAL

ARCHITECT:

LICENSED ARCHITECT
AMANDA JEAN BUSBY
C-41330
RENEWAL DATE 08/31/2027
STATE OF CALIFORNIA

ENGINEER:

SHEET:
CS-1

GENERAL NOTES:

1. BUSINESS LICENCE REQUIREMENT FOR ARCHITECTS, ENGINEERS, CONTRACTORS, AND SUB-CONTRACTORS PER CITY OF REDLANDS ORDINANCE: 5.04.090: BUSINESS LICENSE REQUIREMENTS.
2. IT IS UNLAWFUL FOR ANY PERSON, WHETHER AS PRINCIPAL OR AGENT, CLERK OR EMPLOYEE, EITHER FOR HIMSELF OR FOR ANY OTHER PERSON, OR FOR ANYBODY CORPORATE, OR AS AN OFFICER OF ANY CORPORATION, OR OTHERWISE TO COMMENCE OR CARRY ON ANY LAWFUL BUSINESS, TRADE, CALLING, PROFESSION OR OCCUPATION IN THE CITY WITHOUT FIRST HAVING PROCURED A LICENSE FROM THIS CITY SO TO DO OR WITHOUT COMPLYING WITH ANY AND ALL REGULATIONS OF SUCH TRADE, CALLING, PROFESSION OR OCCUPATION CONTAINED IN THIS CHAPTER AND CHAPTER 5.08 OF THIS TILE. (REDLANDS MUNICIPAL CODE 5.04.090)
3. NEW CONSTRUCTION SHALL MEET OR EXCEED THE MINIMUM REQUIREMENTS OF THE 2025 CALIFORNIA BUILDING CODE EDITIONS THAT INCLUDE THE BUILDING, FIRE, PLUMBING, MECHANICAL, ELECTRICAL, GREEN BUILDING STANDARDS AND 2025 ENERGY COMMISSION SERIES. IN CASES WHERE THE CODES MAY CONFLICT WITH THE PROVISIONS IN THESE PLACES OR SPECIFICATIONS, THE MORE RESTRICTIVE PROVISIONS SHALL GOVERN. CALL FOR ALL REQUIRED INSPECTIONS PRIOR TO CONCEALING WORK.
4. ANYONE WHO IS INVOLVED WITH THE CONSTRUCTION OF THIS PROJECT SHALL COMPLY WITH ALL APPLICABLE BEST MANAGEMENT PRACTICES (BMP) TO CONTAIN OR PREVENT ANY ILLEGAL DISCHARGE OR STORM-WATER POLLUTION WITHIN THE PROJECT BOUNDARY UNTIL THE PROJECT IS COMPLETED AND ACCEPTED BY THE PUBLIC WORKS INSPECTOR OF THE CITY.
5. RECYCLING OF THE CONSTRUCTION AND DEMOLITION DEBRIS IS REQUIRED AS MANDATED BY AB 939 AND SB 1066 AND AS AMENDED BY REDLANDS MUNICIPAL CODE.
6. CONSTRUCTION ACTIVITY NOISE SHALL BE LIMITED TO THE HOURS BETWEEN 7:00AM AND 6:00PM MONDAY THROUGH SATURDAY. RMC 8.06.090(F)
7. EVERY PERMIT ISSUED UNDER THE PROVISIONS OF THESE PLANS SHALL EXPIRE BY LIMITATION AND BECOME NULL AND VOID IF THE BUILDING OR WORK AUTHORIZED BY SUCH PERMIT IS NOT COMMENCED WITHIN 180 DAYS FROM DATE OF SUCH PERMIT, OR IF THE BUILDING OR WORK AUTHORIZED BY SUCH PERMIT IS SUSPENDED OR ABANDONED FOR A PERIOD OF 180 DAYS OR MORE DAY AFTER WORK HAS COMMENCED.
8. THE CHIEF BUILDING OFFICIAL MAY EXTEND THE TIME OF COMMENCEMENT OF WORK FOR A PERIOD NOT EXCEEDING 180 DAYS UPON WRITTEN REQUEST BY THE PERMITTEE PROVIDING EVIDENCE OF THE CIRCUMSTANCES BEYOND THE CONTROL OF THE PERMITTEE WHICH HAVE PREVENTED WORK FROM COMMENCING.
9. IT SHALL BE THE RESPONSIBILITY OF THE PERMITTEE TO SHOW EVIDENCE OF "START OF CONSTRUCTION" BY ARRANGING FOR THE BUILDING INSPECTORS WITHIN 180 DAYS AFTER ISSUANCE OF PERMIT AND TO VERIFY CONTINUING CONSTRUCTION ACTIVITY BY ARRANGING FOR BUILDING INSPECTORS WHICH WILL SHOW THE WORK IS PROGRESSING WITHIN ANY 180-DAY TIME PERIOD.

ACCESSIBLE PARKING NOTES:

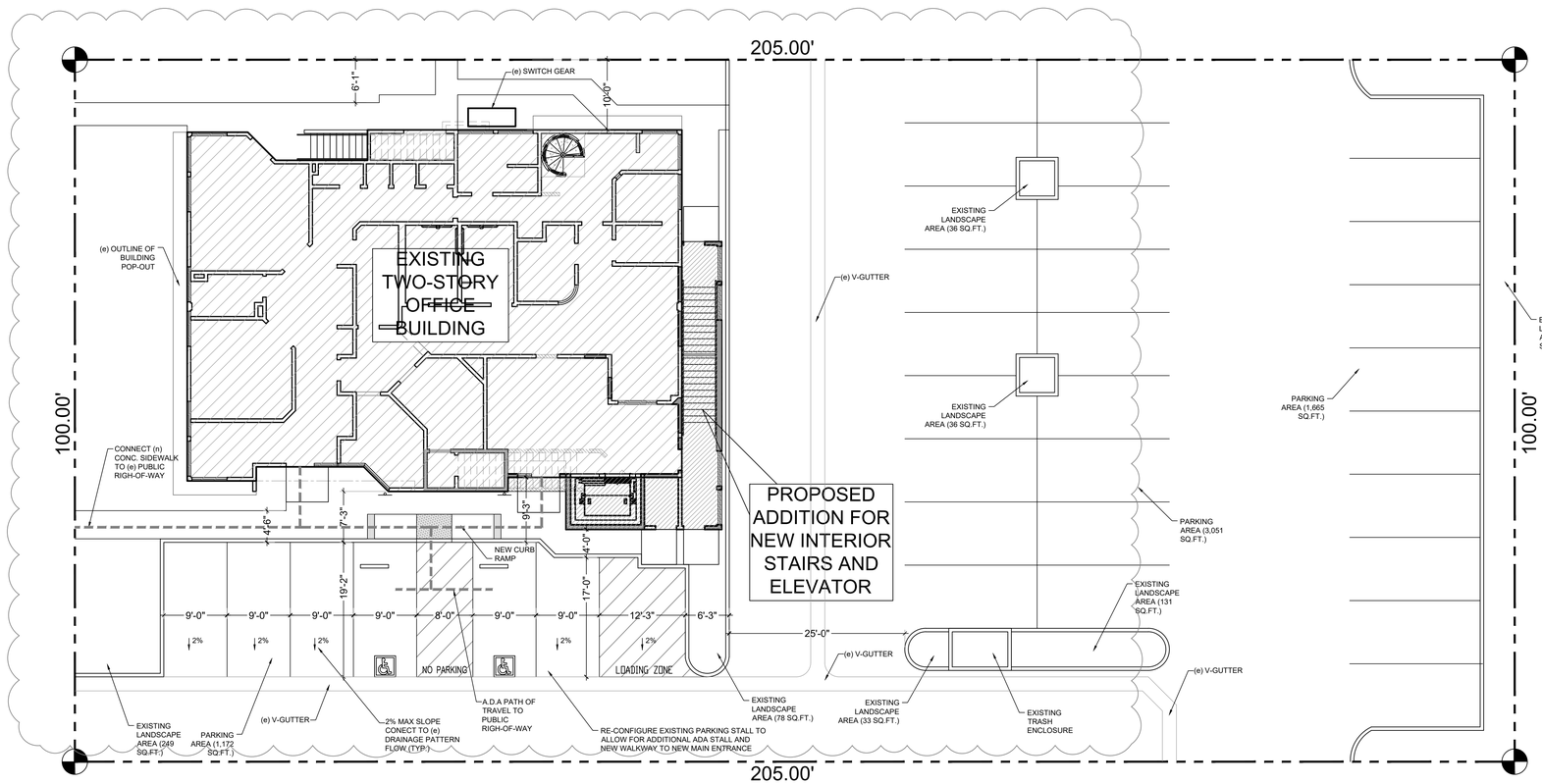
1. ACCESS AISLES SHALL BE MARKED WITH A BLUE PAINTED BORDERLINE AROUND THEIR PERIMETER. THE AREA WITHIN THE BLUE BORDERLINES SHALL BE MARKED WITH HATCHED LINES A MAXIMUM OF 36 INCHES ON CENTER IN A COLOR CONTRASTING WITH THAT OF THE AISLE SURFACE, PREFERABLY BLUE OR WHITE. THE WORDS "NO PARKING" SHALL BE PAINTED ON THE SURFACE WITHIN EACH ACCESS AISLE IN WHITE LETTERS A MINIMUM OF 12 INCHES IN HEIGHT AND LOCATED TO BE VISIBLE FROM THE ADJACENT VEHICULAR WAY.
2. ACCESS AISLE MARKINGS MAY EXTEND BEYOND THE MINIMUM REQUIRED LENGTH. (CBC 11B-502.3.3)
3. CAR AND VAN PARKING SPACES SHALL BE 216 INCHES LONG MINIMUM.
4. CAR PARKING SPACES SHALL BE 108 INCHES WIDE MINIMUM AND VAN PARKING SPACES SHALL BE 144 INCHES WIDE MINIMUM, SHALL BE MARKED TO DEFINE THE WIDTH, AND SHALL HAVE AN ADJACENT ACCESS AISLE COMPLYING WITH SECTION 11B-502.3. (CBC 11B-502.2)
5. ACCESS AISLE SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE. CHANGES IN LEVEL, SLOPES EXCEEDING 1:48, AND DETECTABLE WARNINGS SHALL NOT BE PERMITTED. (CBC 11B-502.4)
6. PARKING SPACES COMPLYING WITH SECTION 11B-502 SHALL BE IDENTIFIED BY SIGNS COMPLYING WITH SECTIONS 11B-502.6 AND 11B-502.8. (CBC 11B-216.5.1)

ACCESSIBLE ROUTE PLAN NOTES:

1. THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THEN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:48. (CBC 11B-403.3)
2. THE CLEAR WIDTH FOR SIDEWALKS AND WALKS SHALL BE 48 INCHES MINIMUM. (CBC 11B-403.5.1)
3. FLOOR AND GROUND SURFACES SHALL BE STABLE, FIRM AND SLIP RESISTANT AND SHALL COMPLY WITH SECTION 11B-302. (CBC 11B-302)
4. CHANGES IN LEVEL OF 1/4 INCH HIGH MAXIMUM SHALL BE PERMITTED TO BE VERTICAL AND WITHOUT EDGE TREATMENT. CHANGES IN LEVEL BETWEEN 1/4 INCH HIGH MINIMUM AND 1/2 INCH HIGH MAXIMUM SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1:2. (CBC 11B-3.3.2-3)
5. VERTICAL CLEARANCE SHALL BE 80 INCHES HIGH MINIMUM. (CBC 11B-307.4)
6. HANDICAP PARKING STALLS SHALL BE OUTLINED OR PAINTED IN BLUE OUTLINING ON THE GROUND IN THE STALL OR SPACE IN WHITE OR SUITABLE CONTRASTING COLOR A PROFILE VIEW DEPICTING A WHEELCHAIR WITH OCCUPANT IN WHITE BACKGROUND. THE PROFILE VIEW SHALL BE LOCATED SO THAT IT IS VISIBLE TO TRAFFIC ENFORCEMENT OFFICER WHEN A VEHICLE IS PROPERLY PARKED IN THE SPACE AND SHALL BE 36 INCHES HIGH BY 36 INCHES WIDE.

ADA PATH OF TRAVEL NOTES:

1. NOTE THAT NO ABRUPT CHANGES IN ELEVATION ALONG THE PATH OF TRAVEL SHOWN. THE SLOPE AND CROSS-SLOPE ALONG THE PATH OF TRAVEL SHALL BE LESS THAN 5% AND 2% RESPECTIVELY. (INSPECTOR TO VERIFY).
2. THE ENTRANCE DOORS LEADING TO THE PROPOSED AREA OF REMODEL COMPLY WITH THE HANDICAP ACCESS REQUIREMENTS. (INSPECTOR TO VERIFY).
3. HANDICAP PARKING STALLS SHALL BE OUTLINED OR PAINTED IN BLUE OUTLINING ON THE GROUND IN THE STALL OR SPACE IN WHITE OR SUITABLE CONTRASTING COLOR A PROFILE VIEW DEPICTING A WHEELCHAIR WITH OCCUPANT IN WHITE BACKGROUND. THE PROFILE VIEW SHALL BE LOCATED SO THAT IT IS VISIBLE TO TRAFFIC ENFORCEMENT OFFICER WHEN A VEHICLE IS PROPERLY PARKED IN THE SPACE AND SHALL BE 36 INCHES HIGH BY 36 INCHES WIDE.





GRAPHIC SCALE

20 10 0 10 20 30 40

SCALE IN FEET
SCALE: 1"=10'-0"

PLOT PLAN

SCALE: 1"=10'-0"

AJ BUSBY ARCHITECTURAL CORP.

PHONE: 951-990-4667
EMAIL: amanda@ajbarch.com

OWNER/ PROJECT INFORMATION:

TENANT IMPROVEMENT

REDLANDS DENTAL SURGERY CENTER - DR. SEHEULT

1180 NEVADA ST.; REDLANDS, CA 92374

SHEET TITLE:

SITE PLAN

07/27/26	PLAN CHECK
03/02/26	1st BUILDING SUBMITTAL
DATE:	REVISION:

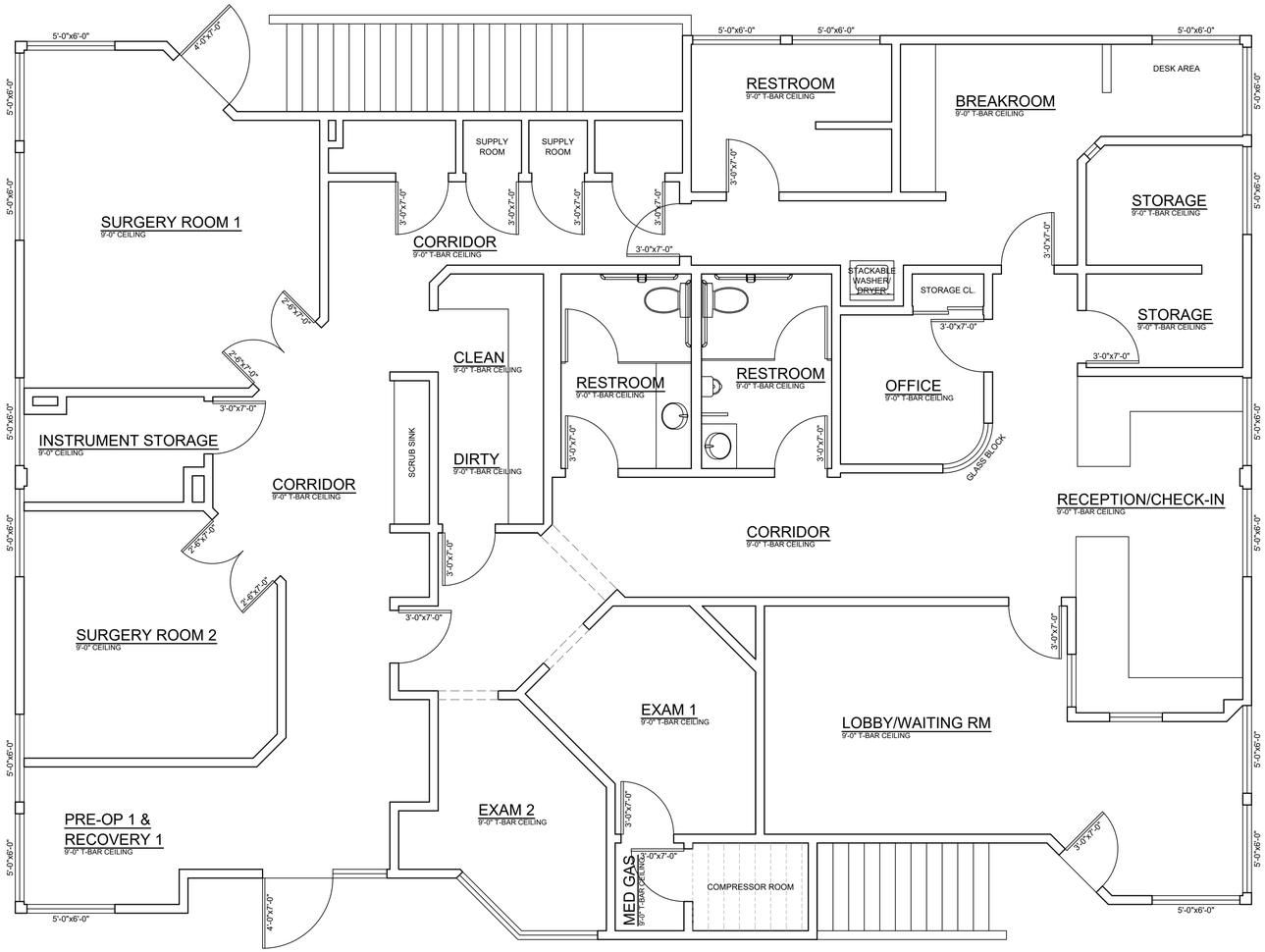
ARCHITECT:

LICENSED ARCHITECT
AMANDA JEAN BUSBY
C-41330
12/31/2027
RENEWAL DATE
STATE OF CALIFORNIA

ENGINEER:

SHEET:

T-1



AS-BUILT FIRST FLOOR PLAN

SCALE: 1/4"=1'-0"

NOTES

WALL LEGEND

- EXISTING WALL TO REMAIN
- NEW WALL
- NEW (1) HOUR FIRE RATED WALL
- NEW FIRE RATED WALL (PER X-RAY GUIDELINES)
- EXISTING WALL TO BE REMOVED

AJ BUSBY ARCHITECTURAL CORP.

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OWNER/ PROJECT INFORMATION:

TENANT IMPROVEMENT

REDLANDS DENTAL SURGERY CENTER - DR. SEHEULT

1180 NEVADA ST.; REDLANDS, CA 92374

SHEET TITLE:

AS-BUILT FIRST FLOOR PLAN

07/27/26	PLAN CHECK
03/02/26	1st BUILDING SUBMITTAL
DATE:	REVISION:

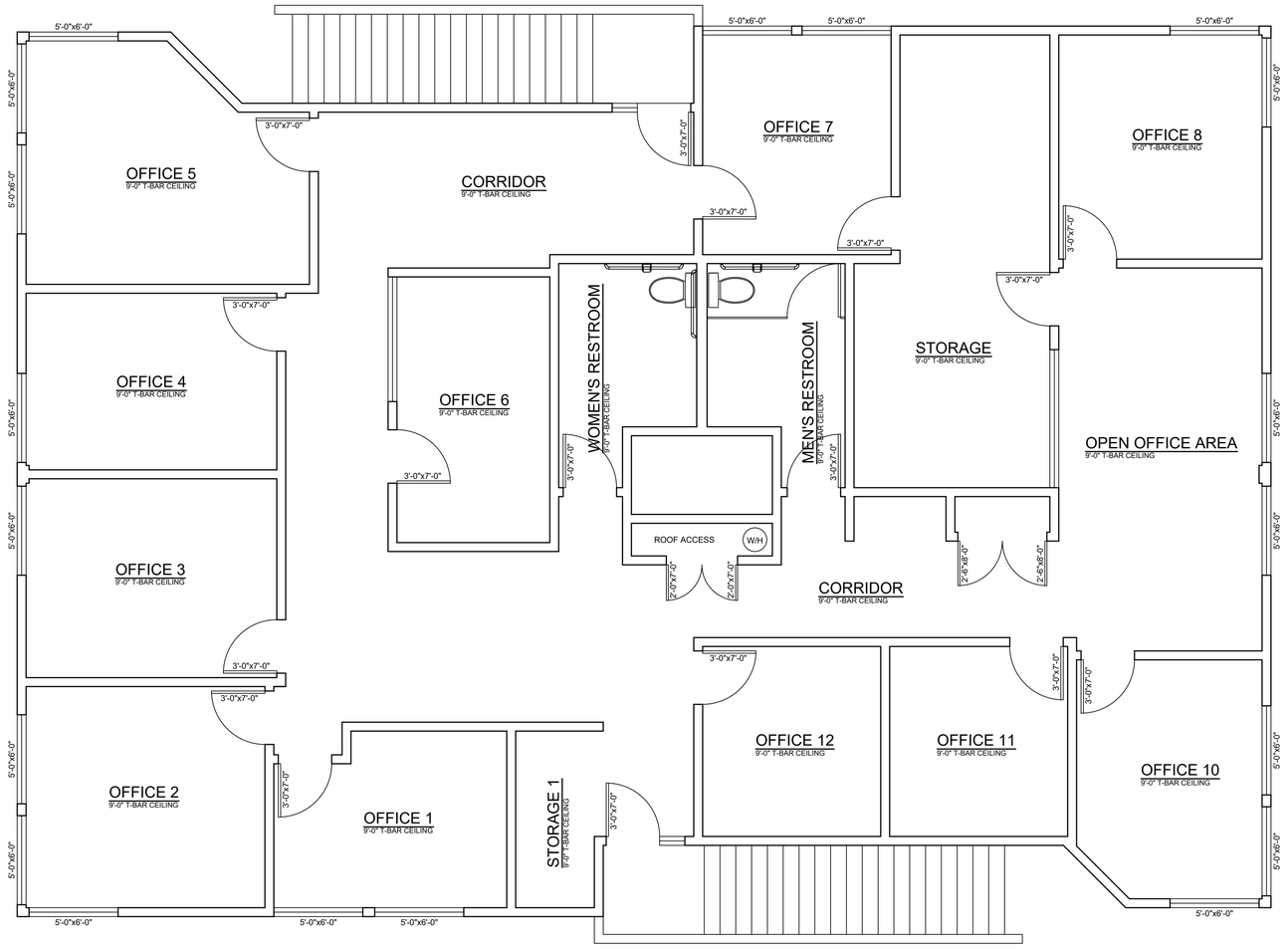
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LICENSED ARCHITECT
AMANDA JEAN BUSBY
C-41330
RENEWAL DATE: 07/31/2027
STATE OF CALIFORNIA

ENGINEER:

SHEET:

A-0



AS-BUILT SECOND FLOOR PLAN

SCALE: 1/4"=1'-0"

NOTES

WALL LEGEND

- EXISTING WALL TO REMAIN
- NEW WALL
- NEW (1) HOUR FIRE RATED WALL
- NEW FIRE RATED WALL (PER X-RAY GUIDELINES)
- EXISTING WALL TO BE REMOVED

AJ BUSBY
ARCHITECTURAL
CORP.

PHONE: 951-990-4667
EMAIL: amanda@ajbarch.com

OWNER/ PROJECT INFORMATION:

TENANT IMPROVEMENT

REDLANDS DENTAL SURGERY CENTER - DR. SEHEULT

1180 NEVADA ST.; REDLANDS, CA 92374

SHEET TITLE:

AS-BUILT SECOND FLOOR PLAN

07/27/26	PLAN CHECK
03/02/26	1st BUILDING SUBMITTAL
DATE:	REVISION:

ARCHITECT:

LICENSED ARCHITECT
AMANDA JEAN BUSBY
C-41330
RENEWAL DATE: 08/31/2027
STATE OF CALIFORNIA

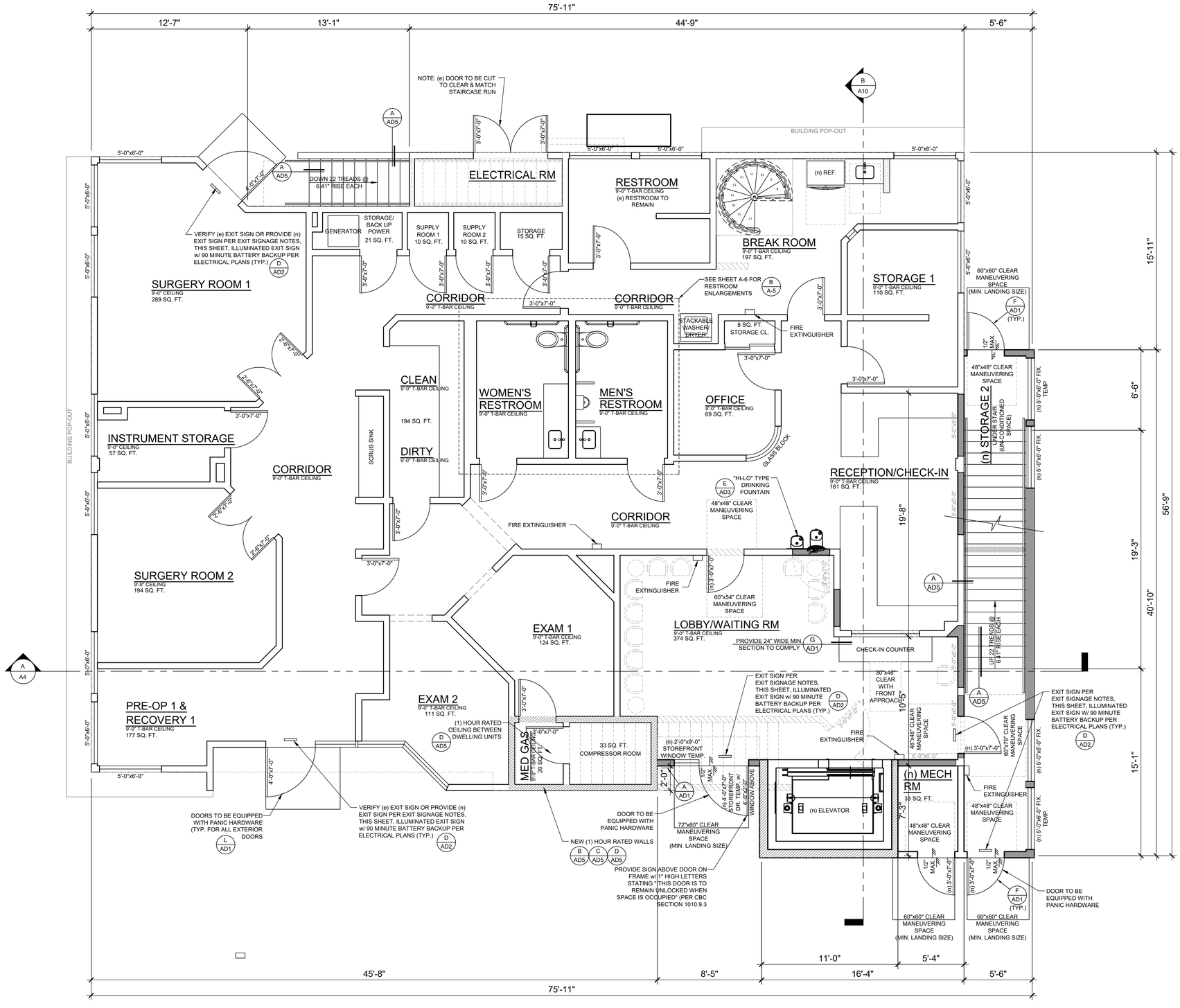
ENGINEER:

SHEET:

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NOTES

1. FIRE EXTINGUISHERS SHALL BE 2A:10B:C TYPE AND MOUNTED ON THE WALL, SO THE TOP IS 5 FEET FROM THE FLOOR WITH A TRAVEL DISTANCE FROM EXTINGUISHERS NO FURTHER THAN 75 FEET. FIRE EXTINGUISHERS SHALL BE SECURED IN AN APPROVED FIRE EXTINGUISHER CABINET. CFC 906.1, CFC 906.3, CFC 906.8
2. THE BOTTOM 10 INCHES OF ALL DOORS EXCEPT AUTOMATIC AND SLIDING DOORS SHALL HAVE A SMOOTH, UNINTERRUPTED SURFACE.
3. ALL EXTERIOR DOORS TO BE EQUIPPED WITH PANIC HARDWARE



PROPOSED FIRST FLOOR PLAN

SCALE: 1/4"=1'-0"

WALL LEGEND

- EXISTING WALL TO REMAIN
- NEW WALL
- NEW (1) HOUR FIRE RATED WALL
- NEW FIRE RATED WALL (PER X-RAY GUIDELINES)
- EXISTING WALL TO BE REMOVED

AJ BUSBY ARCHITECTURAL CORP.

PHONE: 951-990-4667
EMAIL: amanda@ajbarch.com

OWNER/ PROJECT INFORMATION:

TENANT IMPROVEMENT

REDLANDS DENTAL SURGERY CENTER - DR. SEHEULT

1180 NEVADA ST.; REDLANDS, CA 92374

SHEET TITLE:

PROPOSED FIRST FLOOR PLAN

DATE:	REVISION:
07/27/26	PLAN CHECK
03/02/26	1st BUILDING SUBMITTAL

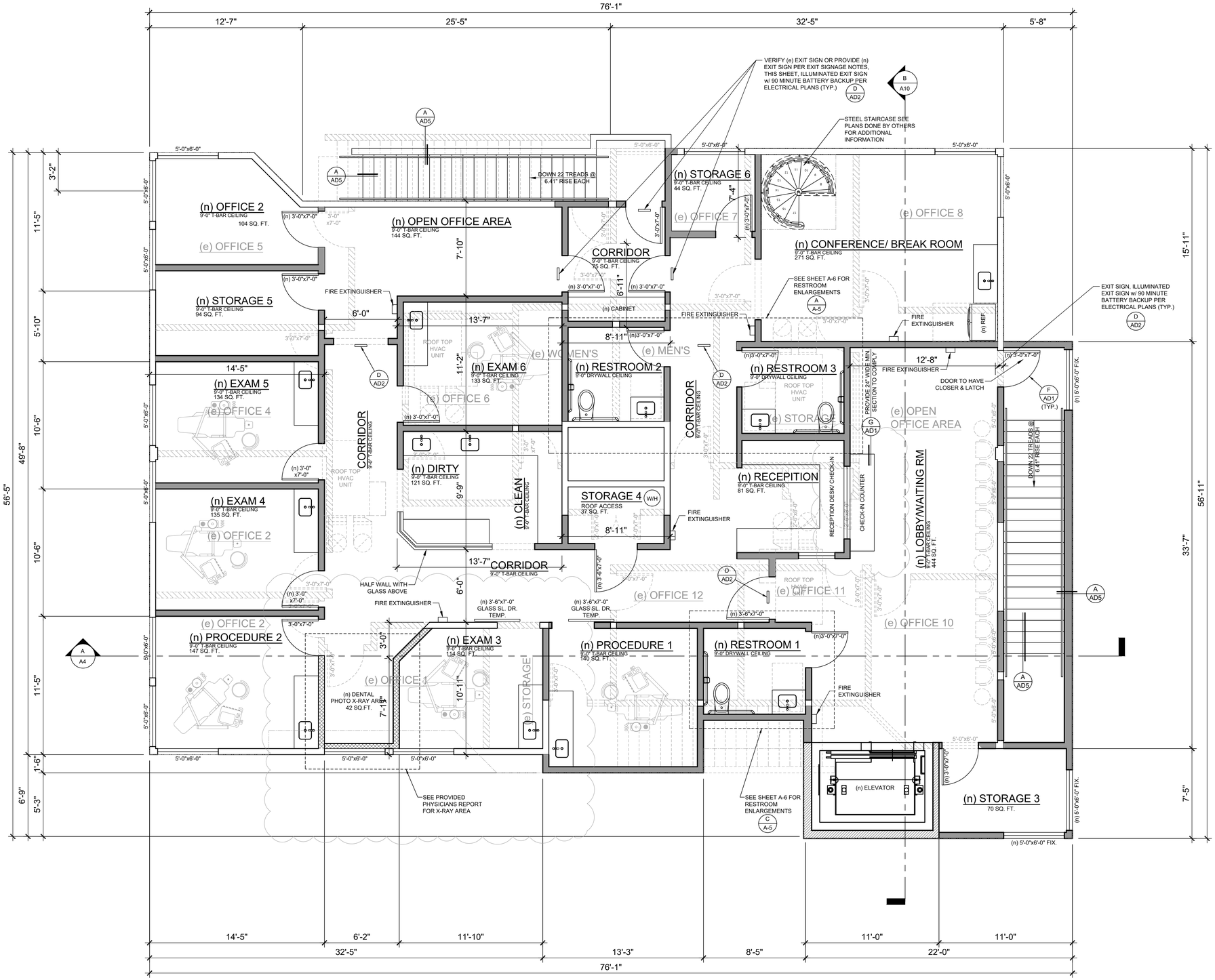
ARCHITECT:

LICENSED ARCHITECT
AMANDA JEAN BUSBY
C-41330
RENEWAL DATE
STATE OF CALIFORNIA

ENGINEER:

SHEET:

A-1



PROPOSED SECOND FLOOR PLAN

SCALE: 1/4"=1'-0"

NOTES

WALL LEGEND

- EXISTING WALL TO REMAIN
- NEW WALL
- NEW (1) HOUR FIRE RATED WALL
- NEW FIRE RATED WALL (PER X-RAY GUIDELINES)
- EXISTING WALL TO BE REMOVED

AJ BUSBY ARCHITECTURAL CORP.

PHONE: 951-990-4667
EMAIL: amanda@ajbarch.com

OWNER/ PROJECT INFORMATION:

TENANT IMPROVEMENT

REDLANDS DENTAL SURGERY CENTER - DR. SEHEULT

1180 NEVADA ST.; REDLANDS, CA 92374

SHEET TITLE:

PROPOSED SECOND FLOOR PLAN

DATE:	REVISION:
07/27/26	PLAN CHECK
03/02/26	1st BUILDING SUBMITTAL

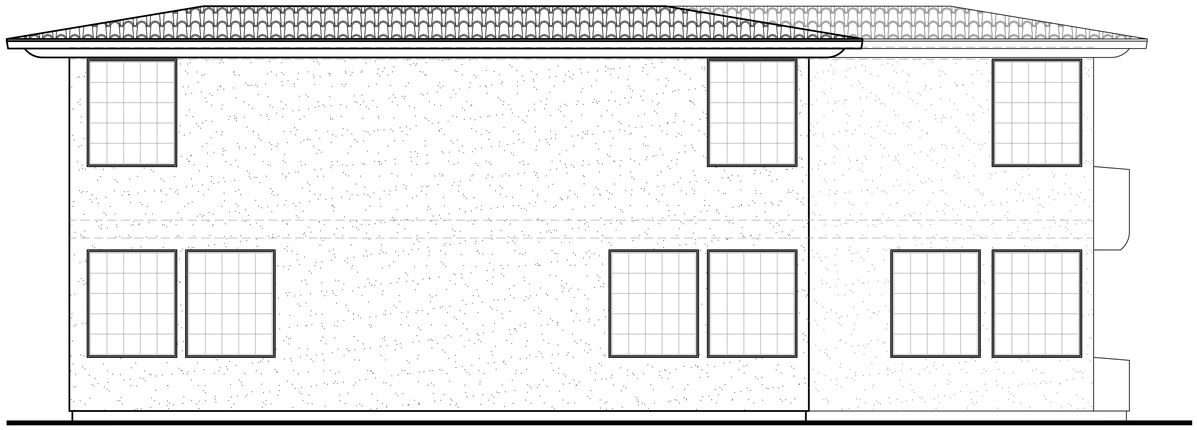
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AMANDA JEAN BUSBY
C-41330
11-30-2027
RENEWAL DATE
STATE OF CALIFORNIA

ENGINEER:

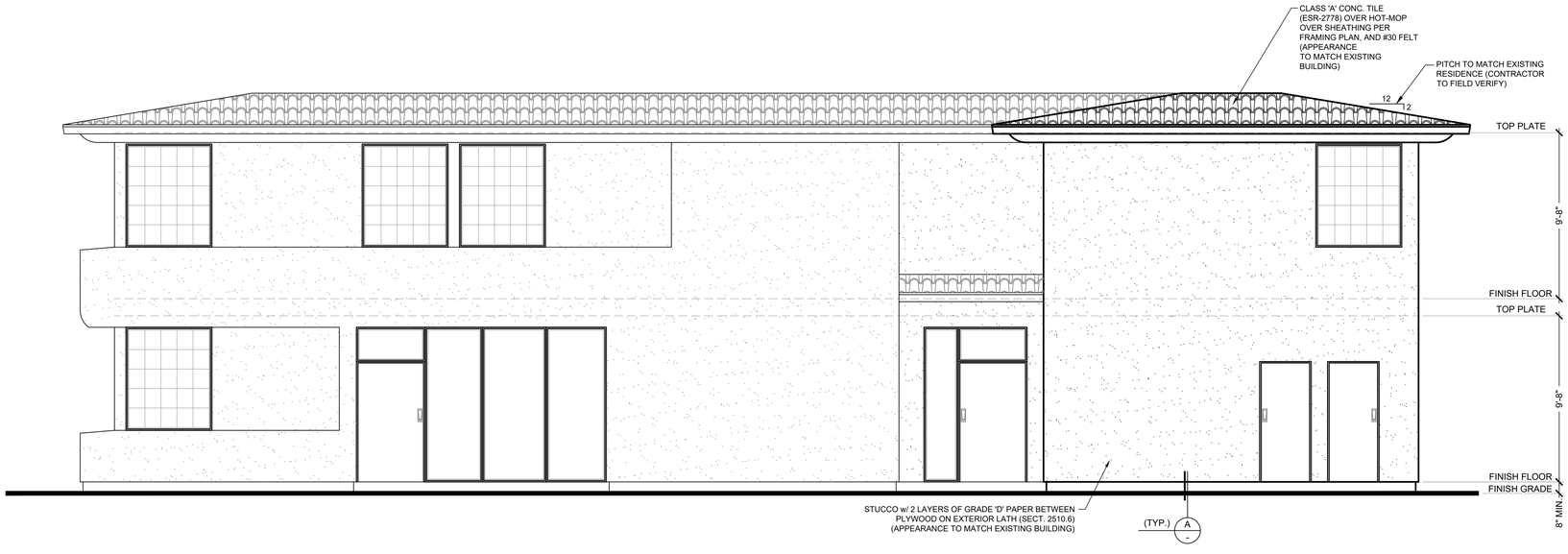
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REAR ELEVATION

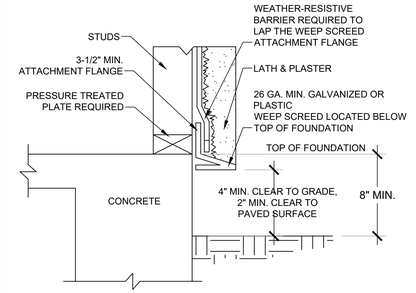
SCALE: 1/4"=1'-0"



RIGHT ELEVATION

SCALE: 1/4"=1'-0"

NOTES



STUCCO WEEP SCREED — A

SCALE: NONE

AJ BUSBY ARCHITECTURAL CORP.

PHONE: 951-990-4667
EMAIL: amanda@ajbarch.com

OWNER/ PROJECT INFORMATION:

TENANT IMPROVEMENT

REDLANDS DENTAL SURGERY CENTER - DR. SEHEULT

1180 NEVADA ST.; REDLANDS, CA 92374

SHEET TITLE:

ELEVATIONS

07/27/26	PLAN CHECK
03/02/26	1st BUILDING SUBMITTAL
DATE:	REVISION:

ARCHITECT:

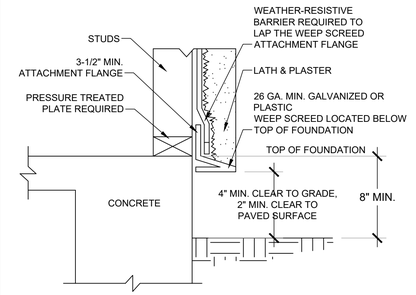
LICENSED ARCHITECT
AMANDA JEAN BUSBY
C-41330
RENEWAL DATE
STATE OF CALIFORNIA

ENGINEER:

SHEET:

A-3

NOTES



STUCCO WEEP SCREED — A

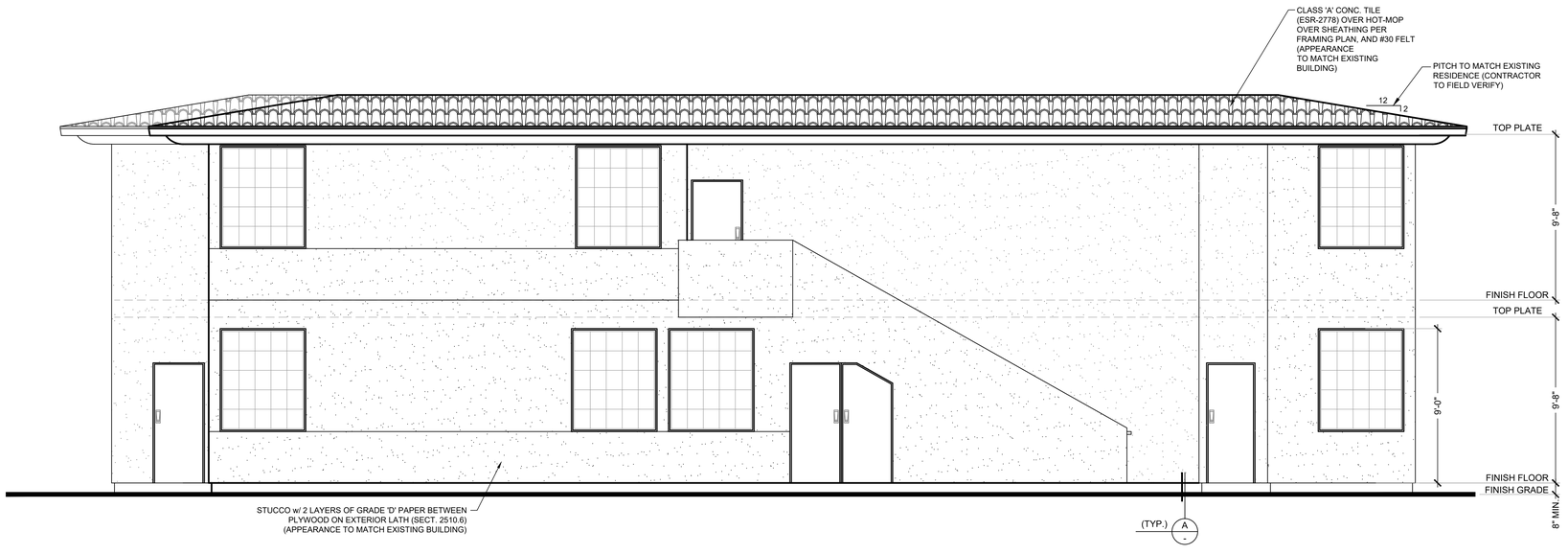
SCALE: NONE







EXISTING SITE PHOTOS



LEFT ELEVATION

SCALE: 1/4"=1'-0"

AJ BUSBY ARCHITECTURAL CORP.

PHONE: 951-990-4667
EMAIL: amanda@ajbarch.com

OWNER/ PROJECT INFORMATION:

TENANT IMPROVEMENT

REDLANDS DENTAL SURGERY CENTER - DR. SEHEULT

1180 NEVADA ST.; REDLANDS, CA 92374

SHEET TITLE:

ELEVATIONS

07/27/26	PLAN CHECK
03/02/26	1st BUILDING SUBMITTAL
DATE:	REVISION:

ARCHITECT:

LICENSED ARCHITECT
AMANDA JEAN BUSBY
C-41330
RENEWAL DATE
STATE OF CALIFORNIA

ENGINEER:

SHEET:

A-4

RESOLUTION NO. 1763

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDLANDS APPROVING COMISSION AND APPROVAL NO. 464, REVISION NO. 1, A REQUEST TO ADD 661 SQUARE FEET TO AN EXISTING TWO-STORY OFFICE BUILDING LOCATED AT 1180 NEVADA STREET (APN: 0292-341-06-0000).

WHEREAS, Cory Stillings ("Applicant"), has submitted an application for Revision No. 1 to Commission Review and Approval No. 464 to add 661 square feet to an existing two-story 6,719 square foot office building to provide interior stair and elevator access to the second floor, as well as storage space and mechanical room, located at 1180 Nevada Street (APN: 0292-341-06-0000) within the East Valley Complex Specific Plan (Specific Plan No. 25); and

WHEREAS, the Planning Commission approved Commission Review and Approval No. 464 on November 23, 1982; and

WHEREAS, on October 13, 2026, the Planning Commission held a public meeting and considered the staff report, oral report, the testimony and the written evidence submitted by and on behalf of the applicant and by members of the public; and

WHEREAS, the proposed project qualifies for exemption from environmental review pursuant to California Environmental Quality Act Guidelines Section 15301(e)(1) for existing facilities; and

WHEREAS, following the consideration of Revision 1 to Commission Review and Approval No. 464, the Planning Commission determined that approval of the requested revision will not detrimentally affect the public health, safety, and general welfare.

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

SECTION 1. CALIFORNIA ENVIRONMENTAL QUALITY ACT. The proposed project is exempt from environmental review in accordance with Section 15301(e)(1) (Existing Facilities) of the CEQA Guidelines. There is no information or evidence that the proposed project may result in any potentially significant environmental effects, and the proposal satisfies all applicable criteria for exemption in accordance with CEQA Guidelines Section 15301(e)(1).

SECTION 2. FINDINGS FOR APPROVAL OF REVISION NO. 1 TO COMMISSION REVIEW AND APPROVAL NO. 464. The proposed Commission Review and Approval No. 464, Revision 1, is hereby approved based upon the following findings, and subject to the Conditions of Approval in Exhibit "A" and Exhibit "B" attached hereto.

1. *The site for the intended use is adequate in size and shape to accommodate the use, and all of the required yards, setbacks, walls or fences, landscaping and other features will adjust the use to those existing or permitted future uses of land in the neighborhood.*

The existing site is adequate in size and shape to accommodate the proposed additions to the existing use. The proposed additions meet all required yards and setback requirements within Specific Plan No. 25, and the proposal does not intend to modify existing walls or fences, landscaping, and other features that would not be in compliance with applicable development standards.

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 existing streets and highways are designed to carry the type and quantity of traffic generated by the existing use and the proposed additions are relatively minor in size in relation to the existing use. The site is adjacent to Nevada Street which is considered a minor arterial road in the City's General Plan and is designed to interconnect with and augment the major arterial system and serve trips of moderate length.

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 of approval for the project will protect public health, safety, and general welfare. The project site will be developed in accordance with standard Engineering design requirements as well as standard Building Code and Fire Code requirements. The project has been conditioned to comply with the applicable provisions of the Redlands Municipal Code, Specific Plan No. 25, as well as the applicable California Building Code, California Fire Code, and any other applicable regulations.

SECTION 3. EFFECTIVE DATE. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED AND APPROVED this 13th day of October 2026.

_____
Karah Shaw, Chair
Planning Commission

ATTEST:

Katherine Coleson, Secretary to the Planning Commission

I, Katherine Coleson, 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 13th day of October 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Katherine Coleson,
Secretary to the Planning Commission

EXHIBIT A
CONDITIONS OF APPROVAL
Commission Review and Approval No. 464 (Revision 1)

1. This permit/approval is for Revision 1 to Commission Review and Approval No. 464 to add 661 square feet to an existing two-story 6,719 square foot office building in order to provide interior stair and elevator access to the second floor, as well as storage space and mechanical room. The subject property is located at 1180 Nevada Street (APN: 0292-341-06-0000) within the East Valley Complex Specific Plan (Specific Plan No. 25).

2. Unless a construction has commenced pursuant to a building permit, or a time extension is granted in accordance with the Redlands Municipal Code, this approval shall automatically expire two (2) years from the date of Planning Commission approval (will expire on October 13, 2028).

3. All original Conditions of Approval for Commission Review and Approval No. 464 shall remain applicable to the project unless expressly amended, deleted, or superseded by the conditions adopted for Revision No. 1.

4. Extension(s) of time may be granted in accordance with Section 18.12.130 of the Redlands Municipal Code. Any application for an extension of time must be submitted at least ninety (90) days prior to the expiration date, and such approval must be granted prior to the expiration date.

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. The property owner and applicant and their successors and assigns, shall defend, by paying for the defense costs of the City of Redlands (for counsel retained by the City), indemnify and hold harmless the City of Redlands, and its elected officials, officers, employees, and agents, from and against any and all claims, actions, and proceedings (collectively "Claims") to attack, set aside, void or annul the approval of this Commission Review and Approval by the City, or Claims 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 costs or 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 following notice of such action from the City, the applicant shall file with the City a performance bond or irrevocable letter of credit, or other form of security satisfactory to the City (the "Security") in a form satisfactory to the City, and in the amount of $300,000, to ensure applicant's performance of its defense and indemnity obligations under this condition. The Security amount shall not limit the total indemnity obligation of the applicant pursuant to 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.

7. The issuance of any permits shall comply with all applicable provisions of the Redlands Municipal Code, California Building Code, and California Fire Code currently in effect.

8. All plans submitted to the City shall reflect the Planning Commission approval and any other changes required by the Commission and/or staff. This condition applies to the site plan, building elevations and materials, and all other illustrations, text, or plans submitted to the City in connection with this project.

9. The applicant shall not make any modifications or changes during construction that are in conflict or contrary to the project's approved site design or building elevations without first consulting with the Development Services Director or designee.

10. A copy of the approved Conditions of Approval shall be included on the cover page of the construction plans submitted to the Building Division and City departments.

11. All landscaped areas noted on the site plan shall be permanently maintained with healthy planting material (or other authorized material in accordance with the approved project plans), and whenever necessary shall be replanted with suitable vegetation, or replaced with the same or equivalent materials, subject to approval by the Development Services Director or designee.

Building and Safety Division:

12. When the Entitlement Review is approved submit complete construction drawings including structural calculations and energy calculations to Building and Safety for plan review in accordance with the current edition of the California Building and Fire Codes including all local ordinances and standards which are effective at the time of Plan Check Submittal.

Fire Department:

13. Complete the associated plan review view and permitting process for the building modifications.

Land Use Engineering:

14. Attached to this resolution.

    a. Land Use Engineering Division amended conditions (Exhibit A)

Sean Reilly
Development Services Director

EXHIBIT A
Land Use Engineering Division
Conditions of Approval

[Attached]

REDLANDS DEVELOPMENT SERVICES DEPARTMENT
LAND USE ENGINEERING
DEVELOPMENT REQUIREMENTS
COMMISSION REVIEW AND APPROVAL NO. 464, REVISION NO. 1

Date of P.C. Meeting:	**October 13, 2026**
Applicant:	**Cory Stillings**
Location:	**1180 Nevada Street**
Project Description:	**Add 661 Square Feet to an Existing 7,380 Square Foot Commercial Building and Revising the Entitled Floor Plan and Architecture**

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 Specific Plan No 25; 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.

No applicable.

B. The following items are required prior to RECORDATION OF TRACT/PARCEL MAP.

No map is required for this application.

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.

2. All SWPPP Best Management Practices (BMPs) to prevent and control discharges to the municipal separate storm sewer (drain) system shall be in place and shall be maintained throughout the course of the project. (RMC 13.54)

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:

- Fire Facilities; (RMC 3.60) and
- Storm Drain Facilities. (RMC 3.56)

D. The following items are required prior to approval of APPLICATION FOR WATER SERVICE CONNECTION and prior to WATER METER INSTALLATION.

Not applicable.

E. The following items are required prior to issuance of the ENCROACHMENT PERMIT.

Not applicable at this time.

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. 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.

3. Resurface existing roadway as directed by the City Engineer due to utility installations and construction damage.

4. Existing striping shall be removed and replaced as necessary. New striping and pavement markings shall be installed as required by the City Engineer.

5. 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.

Not applicable.

DONALD YOUNG, P.E., P.M.P.
One Stop Permit Center Manager

Initial

Planning Commission **AGENDA ITEM NO. EB.**

DATE: October 13, 2026

TO: Honorable Chair and Planning Commission

SUBJECT: APPLICANT: MONTE VISTA HOMES
(PROJECT PLANNER: JAZMIN SERRATO, ASSOCIATE PLANNER)

A PUBLIC HEARING to consider the following matters concerning a proposed multi-family residential development on an approximately 6.5 gross-acre vacant site at the northeast corner of W. San Bernardino Avenue and Texas Street in the General Commercial (C-3) zoning district (APN: 0167-101-13-0000):

1. A determination that the project is statutorily exempt from the California Environmental Quality Act pursuant to Public Resources Code § 21080.66, as enacted through Assembly Bill 130 (AB 130).

2. Approve the Socio-Economic Cost/Benefit Study prepared for the proposed project in accordance with Measure U.

3. Commission Review and Approval No. 984 - A request for site plan approval and architectural design review to construct a 194-unit apartment complex comprising of five three-story buildings including 17 units for Lower Income households, leasing office, site amenities, and related site improvements including landscape, lighting, utilities, parking, and frontage improvements. The residential units include one-, two-, and three-bedroom unit types ranging from 758 square feet to 1,283 square feet.

4. Conditional Use Permit No. 1221 – A request for approval to construct a 194-unit apartment complex comprising of five three-story buildings as allowed in the General Commercial (C-3) District.

5. Minor Exception Permit No. 697 – A request for approval to construct an accent wall consisting of CMU block with a white stucco finish and decorative precision cap, ranging from 6’8” to 7’0” high, near the main entry points of the site and around a proposed pool recreation area within the interior area of the project site.

SYNOPSIS:

1. General Plan Designation	The General Plan land use designation is Commercial.
2. Existing Zoning	The project site is located within the General Commercial (C-3) district.

3. Surrounding Zoning	North: Open Land (O) District South: Single-family Residential (R-1) District and one parcel in Agricultural (A-1) District East: Open Land (O) District West: Specific Plan No. 62 (single-family residential)
4. Existing Land Use	The project site is currently vacant and unimproved.
5. Surrounding Land Use	North: Citrus Groves South: Vacant parcel and Single-Family Residential neighborhood East: Reservoir/Utilities; single-family neighborhood further east. West: Single-Family Residential
6. Area / Topography	The site consists of a 6.5-acre parcel with generally flat terrain.
7. Environmental Determination	The proposal qualifies for a statutory exemption from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code § 21080.66, as enacted through Assembly Bill 130 (“AB 130”).
8. Socio-Economic Cost / Benefit Study	A Socio-Economic Cost/Benefit Study was prepared and the study estimates that the project would result in an annual revenue/cost ratio of 0.81.
9. Planning Commission Submittal Dates	Submittal Date: March 31, 2026 Completeness Date: June 29, 2026 Planning Commission Date: October 13, 2026

PROPOSAL:

The applicant proposes to develop a vacant 6.5-acre site with a 194-unit multi-family project comprised of five (5) three-story buildings, which includes 17 units for Lower Income households, community clubhouse (3,038 square feet, including a 1,350 square-foot leasing office and co-working space), pool courtyard (15,080 square feet), dog park (955 square feet), and fitness center (2,064 square feet). The site is located at the northeast corner of W. San Bernardino Avenue and Texas Street (see Attachment A – Location Map and Aerial Photograph). The gross floor area of the proposed buildings ranges from 39,522 square feet to 89,403 square feet for the largest building, which includes the clubhouse and fitness center. The project includes includes one-, two-, and three-bedroom units ranging from 758 square feet to 1,283 square feet.

BACKGROUND:

The project site currently consists of vacant, unimproved land. Historic aerials and records indicate the property was previously developed with a commercial development, a citrus packing facility, in the 1920s. The facility was then expanded in the 1930s and again in 1979, but operations ceased around 2002. City records and historic aerials indicate the demolition of the facility occurred between 2007 and 2009.

Senate Bill 330 (SB 330), known as the “Housing Crisis Act of 2019,” became effective on January 1, 2020. SB 330 is intended to remove barriers for housing developments to alleviate the continued housing shortage crisis in California. It made many changes to the entitlement process for housing developments, including prohibiting jurisdictions from making decisions on housing projects based on subjective standards (not objective standards). It also vests the development regulations that were adopted and in effect when the development application, including a preliminary application, was deemed complete.

A Preliminary Housing (SB 330) Application Form was submitted for the project on March 31, 2026, and was deemed complete on June 29, 2026.

Assembly Bill 130 (AB 130) provides a new CEQA exemption for infill housing developments, codified as Public Resources Code § 21080.66 on June 30, 2025. AB 130 is a new statutory CEQA exemption which became effective immediately for infill housing development projects that meet specified criteria and which have undergone a consultation process with California Native American tribes traditionally and culturally affiliated with the project site. Projects that satisfy all AB 130 eligibility standards are exempt from CEQA and subject to an expedited review and approval timeline. The proposed project satisfies the AB 130 requirements and therefore is exempt from CEQA.

ANALYSIS:

A) General Plan

The General Plan land use designation of the property is Commercial (see Attachment B – General Plan Land Use Map). The Commercial land use category designates areas for the development of a wide range of commercial uses, including neighborhood-serving stores and convenience centers, regional commercial centers, and commercial recreation. The Commercial land use category may permit residential and mixed uses consistent with the underlying zoning district. In addition, the proposed use is consistent with the applicable policies and actions of the General Plan, including the following:

Action 4-A.7: Promote a range of residential densities to encourage a mix of housing types in varying price ranges and rental rates.

Action 4-A.11: Ensure that opportunities exist for the development of housing types that are affordable to all segments of the Redlands community and are distributed equitably throughout the community.

Policy 4-P.9: Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services.

Policy 4-P.16: Promote a variety of housing types to serve the diverse needs of the community.

The proposal aligns with the City's certified 2021-2029 Housing Element by building more affordable lower-income housing units needed within the City.

B) Zoning

The subject property is within the General Commercial (C-3) district (see Attachment C – Zoning Map). The C-3 district allows a wide variety of commercial retail and service uses. It also allows residential uses, subject to approval of a conditional use permit either as a mixed-use development, or as a multifamily-attached residential project. The C-3 zoning allows multifamily residential uses based on the Multiple Family Residential (R-3) district density. Therefore, the base density for this project site would be a maximum of 167 units.

<u>Density Bonus</u>

A total of 17 units (or 10%) within the project would be restricted for rental to Lower Income households and would be equitably distributed throughout the proposed development. Therefore, the project is eligible for a Density Bonus pursuant to Density Bonus Law (Government Code § 65915 et seq.). By providing these affordable housing units, the applicant may request and be entitled to a 20% density bonus, reductions to on-site parking requirements, one concession or incentive, and unlimited waivers or reductions to any development standards that would physically preclude the development of a project at the allowable density.

Pursuant to State law, as well as Section 18.228.030(A) of the Redlands Municipal Code, a density bonus granted to a residential development project shall consist of an increase over the otherwise maximum allowable residential density under the applicable zoning ordinance and of the City's General Plan as of the date of application. Within the C-3 District, the allowable density of development is one residential unit for every 1,450 square feet of net land area. The project site is 5.565 net acres (or 242,111 square feet), which allows up to 167 dwelling units.

The applicant is requesting a density bonus of 27 units, an increase in density of approximately 16% (note that State law would allow up to 34 bonus units or 20% maximum bonus). The density bonus would be consistent with the provisions of the Municipal Code and State law. As shown in Table A, the applicant is proposing fewer units than is allowed based on the General Plan density and the allowable density bonus.

Table A. Proposed Project Density

Site Net Acreage	*Allowable Density*	*Base Units Allowable*	*Density Bonus Units Allowable*	*Total Proposed Units*
5.565 net acres (or 242,111 square feet)	One unit per 1,450 sq. ft.	167	34 maximum (27 proposed)	194

The applicant will be required to enter into a Density Bonus Agreement with the City, which requires 17 units within the project only be rented to Lower Income households for a minimum period of 55 years. The agreement also includes verification and reporting requirements. The Density Bonus and Inclusionary Housing Agreement will need to be approved by the City Council. A Condition of Approval has been added to the project requiring that prior to the issuance of a building permit, the applicant shall provide evidence of a fully executed Density Bonus Agreement signed by both the City and the Developer.

While the density standards of the Multiple Family Residential (R-3) district apply to this project, the development standards for the C-3 district apply to all other aspects of the project. The project meets the development standards of the C-3 District, and Table B below summarizes the proposed development's consistency with the development standards (see Attachment D for a complete list of applicable development standards).

Table B. Summary of Development Standards –General Commercial (C-3) District

Development Standard	*Requirement*	*Proposed*	*Complies?*
Lot area	No Requirement	5.56 acres	Yes
Lot Coverage	No Requirement	35.5%	Yes
Setbacks	No Requirement	Front: 20' along W. San Bernardino Ave. and 14'-3" along Texas Street Rear: 60' to Northern PL Side: 7' to Eastern PL	Yes
Floor Area Ratio	4.0 maximum	1.08	Yes
Building Height	No Maximum Height	3 stories, up to 49'0"	Yes
Parking Lot landscaping	7% Minimum	20% of the parking area	Yes

Total Open Space	None Required	21,137 sq. ft.	Yes

C) Commission Review and Approval

New construction over 500 square feet is subject to review by the Planning Commission per Redlands Municipal Code (RMC) Chapter 18.12 and requires Commission Review and Approval for architecture and site plan review. In addition, the project's proposed mixed-use requires a Conditional Use Permit within the C-3 District as specified in RMC Chapter 18.92.080(B). Project design details are discussed below.

Site Design: The project site is an approximately 6.5 gross-acre property located at the northeast corner of W. San Bernardino Avenue and Texas Street. The site is approximately 465' long (north to south) and 555' wide (east to west) and east of the Heritage Specific Plan residential development. Primary vehicular access to the site will be from W. San Bernardino Avenue for residents, and a secondary access for emergency vehicles only is available at Texas Street. The Texas Street driveway approach will also be used as an exit-only area for residents. There are three residential buildings abutting Texas Street and W. San Bernardino Avenue with two additional buildings centrally located on-site. Amenities are centrally located and include a 1,350 square-foot leasing office and co-working space, pool courtyard (15,080 square feet), dog park (955 square feet), and fitness center (2,064 square feet) (see Attachment E-1 – Site Plan and Floor Plans)

Parking: The applicant is providing parking consistent with State Density Bonus Law contained in California Government Code § 65915(p)(1), which states that upon the request of the developer, the following ratios will be applied to the project:

Table C. Density Bonus Law Parking Ratios

Studio & 1-bedroom units	1 space
2- and 3-bedroom units	1.5 spaces
4 or more bedrooms	2.5 spaces

According to the above ratios, the project would be required to provide 238 total parking spaces, and the project proposes 314 parking spaces, including 114 parking spaces in tuck-under garages, 71 carport parking spaces, and 129 surface parking spaces. The DBL specifically states that "a development may provide onsite parking through… uncovered parking." (Gov. Code § 65915(p)(4)). It should be noted that the number of parking spaces required per dwelling unit is not considered a concession or incentive under Government Code § 65915(d); Government Code § 65915(p) is a separate subsection that provides the mandated parking ratio per dwelling unit within a housing development that invokes State Density Bonus Law.

The applicant is requesting a waiver for carport parking stall dimensions pursuant to California Government Code § 65915(e)(1) and RMC Section 18.228.030(E). The proposal includes 71 carport parking spaces; however, the proposed dimensions would require a waiver to the carport sizing requirement. Due to the physical constraints of the site and with the addition of the affordable and density bonus units, requiring the project to satisfy the required carport parking dimensions would physically preclude construction of the project with the density proposed. The code requires garage and carport spaces to be 10' wide and 20' deep. The applicant therefore requests a waiver to reduce the carport parking dimensions to 9 feet in width and 19 feet in length (to match the requirement for uncovered spaces).

Open Space and Amenities: Within the C-3 zoning district, there is no open space requirement. However, the project includes 21,137 square feet of proposed common open space, which is comparable to the R-3 development standard for at least 100 square-feet of common open space per dwelling unit (and the proposed project will provide 126.5 square-feet per dwelling unit). The main outdoor open space area is centrally located in the courtyard area of Building 5. It is comprised of a 15,080 square-foot courtyard area, including a pool, spa, and seating areas. Building 5 also includes indoor amenities such as a 3,038 square foot clubhouse and 2,064 square foot fitness center. At the northwest corner of Building 2, there is a 955 square-foot dog park proposed for additional open space. Each of the proposed units will also include private open space in the form of a balcony or patio area, varying in size based upon the unit type and location, ranging from 46 square feet to 67 square feet (for a total of 10,853 square feet of private open space to be provided).

Site Landscaping: The Landscape Plan includes a variety of hardscape elements and plant materials including trees, shrubs, vines, and groundcover (see Attachment E-2 – Landscaping Plan). The project will incorporate 12 tree species, primarily including Fern Pine, Olive, Date Palm, and Brisbane Box. Within the C-3 District, there is no minimum overall landscape standard for the site. However, a minimum of 7% of the parking lot area is required to be landscaped, with Fern Pine the predominant tree type within the surface lots. The parking lot area is 35,260 square feet and therefore at least 2,468 square feet is required to be landscaped. The project proposes a parking lot planting area of 6,615 square feet (20%) which far exceeds the minimum requirement. A landscaping perimeter ranging from 7 to 20 feet is also provided along Texas Street and West San Bernardino Avenue. Street trees include Brisbane Box, Magnolia, and Strawberry Tree.

Walls and Fencing: The complex has been designed as a gated community, with controlled vehicular access gates at the main entry (on San Bernardino Ave.) and the resident-only exit (on Texas St.). The applicant has provided plans, which include a six-foot decorative white slump block perimeter wall with a decorative light brown cap along the north and east property lines. A six-foot high black tubular steel fence is proposed at the perimeter of the dog park area located to the northwest corner of Building 2. This area also includes a six-foot high tubular steel pedestrian gate for access to the site. At the northwest corner of the site, there is a six-foot high tubular steel vehicle gate proposed for the emergency access and residents-only exit driveway (on Texas Street). Due to no front-yard area requirement within the C-3 district, fences and walls within these areas may be allowed to be six feet tall.

For the main entrance along W. San Bernardino Avenue, there are two six-foot high tubular steel vehicular entry gates with 6’-8” high white stucco walls proposed to the east and west sides of the main drive aisle. Surrounding the centrally located pool courtyard area, there is a seven-foot-high stucco wall with a decorative cap proposed with six-foot tubular steel fencing and six-foot glass panels on the southern portion of the courtyard area. A minor exception permit is being requested for the proposed entry stucco walls at 6’-8” high and the perimeter stucco wall for the pool area at 7’0” high. Per RMC Section 18.168.070, the Planning Commission can approve the Minor Exception in conjunction with the land use permits. The approval of this entitlement would therefore also include the approval of the walls proposed to exceed six feet in height (see Attachment E-3 – Wall and Fence Plan).

Site Lighting: The proposed apartment complex will require lighting to illuminate the parking lot and walkway areas for safety and security. Several standard conditions of approval are included to ensure that lighting will not have a negative effect on neighboring properties. These include requirements for the approval of a lighting plan prior to building permit issuance, indicating design details of all light fixtures, and a photometric plan designed by an electrical engineer demonstrating the adequate lighting ranges will be provided throughout the development without creating light spillover. The illumination within the parking lot shall be a minimum of 0.5-foot candle, and illumination along all property lines of the project site shall not exceed 0.5-foot candle. Additionally, the conditions of approval require that all exterior lighting be approved in plan check and that all lighting be shielded and pointed downward, so that light and glare do not impact surrounding properties.

Architecture and Design: The project proposes a Spanish Colonial Revival style architecture including tower features, arched openings, clay tile roofs, and an off-white stucco 20/30 sand finish (SW 7551 Greek Villa). Decorative blue patterned mosaic tile is proposed at the arched entry points and on the ground floor balcony walls. Decorative wall grills, Juliet balconies, window railings, and foam window planter boxes in either black (SW 7069 Iron Ore) or dark bronze (SW 7047 Porpoise) are also proposed throughout the facades to add fine details and accents. Faux wood shutters are incorporated in a soft green tone (SW 6187 Rosemary) to soften the stucco facade. The low-pitched clay tile roofs and flat roof planes with parapets create a varying roofline and the tower elements with loggias reduce the massing of the proposed buildings and provide natural light (see Attachment E-4 – Elevations and Attachment E-5 – Building Renderings)

Traffic: In accordance with Measure U, a traffic impact analysis (Attachment F) was prepared to evaluate the potential transportation impacts resulting from the development of the proposed project. The study analyzed the proposed project's potential to cause transportation impacts in terms of Level of Service (LOS) pursuant to the Caltrans Guide for the Preparation of Traffic Impact Studies, the Redlands General Plan 2035 , and Measure U (1997). As shown in the traffic study, the proposed project is forecasted to generate 1,245 daily trips, which include 89 AM peak hour trips and 98 PM peak hour trips. The General Plan and the Measure U policies indicate that intersections presently at LOS "C" or better must maintain their existing LOS. The study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for Existing Year Plus Project conditions, and therefore, no recommendations or Development Impact Fee fair share calculations are needed. Therefore, the project is not expected to impact intersection LOS in the vicinity and thus will comply with Measure U's traffic requirements.

D) Architectural Review Criteria

Although the proposed building and use is permitted within the zone with the approval of a Conditional Use Permit, new construction over 500 square-feet is subject to review by the Planning Commission per RMC Chapter 18.12 and requires Commission Review and Approval. The Planning Commission reviews the project to determine whether the proposed development is in conformity with RMC Section 18.12.170, Architectural Review Criteria, and if approval of the site plan is in the best interest of the public health, safety, and general welfare. It is intended that design submittals be compatible with the character of adjacent and surrounding developments, and that they be of comparable composition, materials, textures and colors. Conformance is evaluated based on the following seven criteria.

1. Site layout, orientation, location of structures and relationship to one another, as well as open spaces and topography.

The proposed site layout, building orientation, location of structures and relationship to one another are suitable to support the development while including adequate open space and recreational amenities. The primary access to the site will be along W. San Bernardino Avenue and a secondary exit is available along Texas Street.

2. Harmonious relationship of building with existing and proposed adjoining developments.

The project site is surrounded by single-family residences, agriculture, vacant land, an electrical sub-station, and water tank. Further west, there are several anticipated future development projects including commercial development, mixed-use residential, and multi-family projects. The proposed project up to three stories high is compatible with the residential neighborhood directly to the west that has numerous two-story homes. Other single-family neighborhoods further to the north, east, and south (not abutting the project site) have one- and two-story homes. The proposed multi-family project is compatible with the context of the area which is anticipated to continue to be built out with both residential and commercial uses.

3. Maximum height, area, setbacks and overall mass of building, as well as other structures such as walls, screens, towers or signs, and effective concealment of all mechanical equipment.

The proposed project will meet all applicable development standards of the General Commercial (C-3) District including floor-area ratio, setbacks, building height, and lot coverage upon approval. The proposed buildings will have a maximum height of approximately 35 feet/3 stories to the predominant roofline (49 feet to top of tower element), and all proposed roof-mounted mechanical equipment will be screened from the public right-of-way through the incorporation of parapet walls and roof elements.

4. Harmony of construction materials and colors in relation to all exterior elevations.

The proposed architectural design of the proposed buildings is harmonious throughout the site. The buildings are consistent with a Spanish Colonial Revival architectural style, including material, color and scale. The design of the building provides variation in rooflines, towers, decorative tile, metal railings, foam trims, and faux wood details which tie the project together. A neutral color palette was selected consisting of an off-white Greek villa color with accents varying in black, brown, green and blue.

5. Location and type of planting, with due regard for the preservation of specimen trees upon a site.

The project proposes to landscape 20% of the total parking area, which far exceeds the landscaping requirements of the Municipal Code within parking areas. The site is currently vacant with little to no significant vegetation. There are no specimen trees located within the development area of the site.

6. Design and appropriateness of signs in relation to the architectural style of the building.

No signs are proposed as part of this application. A condition of approval has been added to indicate all proposed signs require a separate building permit approval, and any proposed freestanding signs will require a Commission Sign Review Approval.

7. Glazing or image reflective surfaces (specular reflectance) shall be limited to a maximum reflectance value of twenty five percent (25%). "Specular reflectance" means any mirror like reflection, as contrasted to diffused reflection from such surfaces as concrete or vegetation.

A condition of approval has been added to the project that glazing or image reflective surfaces (specular reflectance) shall be limited to a maximum reflectance of 25%.

E) Socio-Economic Cost / Benefit Study

In accordance with Measure U growth management policies, staff prepared a socio-economic cost/benefit study (Attachment G) in accordance with the procedures under City Council Resolution No. 5580. The study concludes that the proposed development will neither create an unmitigable physical blight nor overburden public services, and it estimates that the project would result in an annual revenue/cost ratio of 0.81, with annual residential revenues anticipated to be approximately $106,988 to the City and annual recurring costs of approximately $132,641, for an annual deficit of $25,653. This result is consistent with the model’s fundamental assumption that residential development may have a slightly negative recurring fiscal impact, meaning the City spends more on providing services than it receives in associated revenues. Accordingly, tax and other revenues attributable to the development may not fully offset the cost of City-provided services, and a portion of these costs would likely need to be supported through other City revenue sources beyond those attributable to the development (e.g., property tax, indirect sales tax). However, the broader regional social and economic benefits associated with increasing the housing supply (including units affordable to lower-income households) are considered to outweigh these potential fiscal impacts. Lastly, it is important to note the model also does not account for revenues generated by Measure T, the local one-percent sales tax increase in effect since 2021.

ENVIRONMENTAL REVIEW:

This Project has been reviewed for compliance with the California Environmental Quality Act (CEQA). Staff recommends that the Planning Commission determine that the proposed project is exempt from CEQA pursuant to AB 130, codified as Public Resources Code § 21080.66.

AB 130 created a new statutory CEQA exemption for infill housing development projects meeting specified criteria and which have undergone a consultation process with California Native American tribes that are traditionally and culturally affiliated with the project site. Among other requirements, the exemption applies to housing development projects that are located within an urbanized area, on a project site that is less than 20 acres in size, and consistent with the applicable General Plan and zoning designations. The project must also achieve a minimum density of 15 dwelling units per acre and comply with objective development standards and applicable State housing laws, including density bonus provisions where applicable. In addition, the site cannot be located within environmentally sensitive or hazardous areas identified by State law, such as wetlands, designated conservation lands, very high fire hazard severity zones (in certain circumstances), hazardous waste sites, or other historic or otherwise protected resource areas listed in the statute.

Based on City staff's review and the AB 130 CEQA Checklist (see Attachment H), the proposed 194-unit multi-family development meets all applicable criteria. Accordingly, the Planning Commission may determine that the project satisfies the applicable requirements of Assembly Bill 130, and therefore, is exempt from further environmental review under CEQA.

Tribal Cultural Resources:

While AB 130 provides a statutory exemption from further environmental review for qualifying housing development projects, the legislation established its own tribal consultation requirements to ensure that potential impacts to tribal cultural resources are identified and addressed. The applicant invoked the new AB 130 CEQA exemption by way of their SB 330 preliminary application dated March 31, 2026, which was submitted concurrently with the overall project application on the same date. The City deemed the project application complete on June 29, 2026, and began the AB 130 tribal consultation process. On June 30, 2026, notice was provided to Native American tribes that are traditionally and culturally affiliated with the project site. Three tribes responded, and consultation was conducted and concluded. Therefore, Condition of Approval Nos. 35 - 40 are included and will avoid affecting any potential tribal cultural resources that may be inadvertently discovered during construction.

FINDINGS:

Conditional Use Permit

RMC Chapter 18.192.060 (Approval of Permit; Findings) establishes four findings that must be made to either recommend or approve an application for a conditional use permit, as follows:

1. That the proposed development will not adversely affect the applicable land use plans of the city.

The property is located within the Commercial land use designation of the General Plan, which allows commercial development and residential development consistent with the project's proposed General Commercial (C-3) zoning. The C-3 District allows mixed-use and apartment residential development consistent with the density standards of the Multiple Family Residential (R-3) District. The project exceeds this density; however, it is consistent with the allowable density established by State Density Bonus Law, while still providing outdoor recreation areas amenities, required parking, and appropriate access.

2. That the proposed development will not be detrimental to the public health, safety and welfare.

The proposed project will not be detrimental to the public health, safety and welfare. The proposed project will be constructed in compliance with all applicable design and engineering requirements, including the California Building Code, California Fire Code, applicable provisions of the Redlands Municipal Code, and all applicable site design and engineering standards. There will be no anticipated conflicts or hazards in terms of vehicle traffic or pedestrians, 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 existing General Plan designation for the project site is Commercial, and the C-3 zoning permits multifamily residential uses subject to a Conditional Use Permit. The conceptual site plan indicates that 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 proposed project is in a location that is surrounded by single-family residences, agricultural parcel, vacant land, an electrical sub-station, and water tank. Older residential neighborhoods are also located to the north, east, and south. Further to the west and southwest, there are several anticipated future development projects including commercial development, mixed-use residential, and multi-family projects. The proposed multi-family project is compatible with the context of the area which is anticipated to continue to be built out with both residential and commercial uses.

Commission Review & Approval

RMC Chapter 18.12.080 (Site Plan Approval Procedures) establishes three findings that must be made to either recommend or approve an application for site plan approval, as follows:

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 proposed project includes the construction of a 194-unit apartment development comprising of five three-story buildings including 17 units for Lower Income households, leasing office, site amenities, and related site improvements on an approximately 6.5 gross-acre site. The residential units include one-, two-, and three-bedroom unit types ranging from 758 square feet to 1,283 square feet. The subject property is adequate in size and shape to accommodate the proposed use, including setbacks, landscaping, private and common open space, recreation amenities, driveways, on-site parking, lighting, utilities, and other required improvements necessary to serve the proposed use and structures. The proposed project complies with the development standards for the C-3 District to the maximum extent utilizing waivers as allowed by State Density Bonus Law, and will be compatible with the existing residential and commercial uses adjacent to the project site.

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 subject property will be accessed from W. San Bernardino Avenue which provides direct access to the project site. The proposed driveway approach will serve the proposed use and accommodate the expected type and quantity of motor vehicle traffic to and from the proposed project. The existing roadways are designed to carry the type and quantity of residential traffic to be generated by the proposed use, including existing traffic from the existing single-family residences along W. San Bernardino Avenue. The site for the proposed use relates to streets that are properly designed and improved to carry the type and quantity of traffic that will be generated by the proposed residential structures without creating a reduction in the traffic level of service at surrounding intersections.

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 of approval for the project will protect the public health, safety, and general welfare. Conditions are provided by the Planning Division, Building & Safety Division, Land Use Engineering Division, and Fire Department. The project has been conditioned to comply with the applicable provisions of the Redlands Municipal Code as well as the applicable California Building Code, California Fire Code, and any other applicable regulations.

RECOMMENDATIONS:

Based on the above analysis and the findings contained within Resolution No. 1765, staff recommends that the Planning Commission approve the project entitlements, subject to the attached conditions of approval.

MOTION:

Should the Planning Commission concur with staff's recommendation, the following motion is suggested:

"I move that the Planning Commission adopt Resolution No. 1765 to:

Determine the project is exempt from the California Environmental Quality Act pursuant to Public Resources Code section 21080.66;

Adopt the Socio-Economic Cost/Benefit Study prepared for the proposed project;

Approve Commission Review and Approval No. 984;

Approve Conditional Use Permit No. 1221; and

Approve Minor Exception Permit No. 697."

Attachments

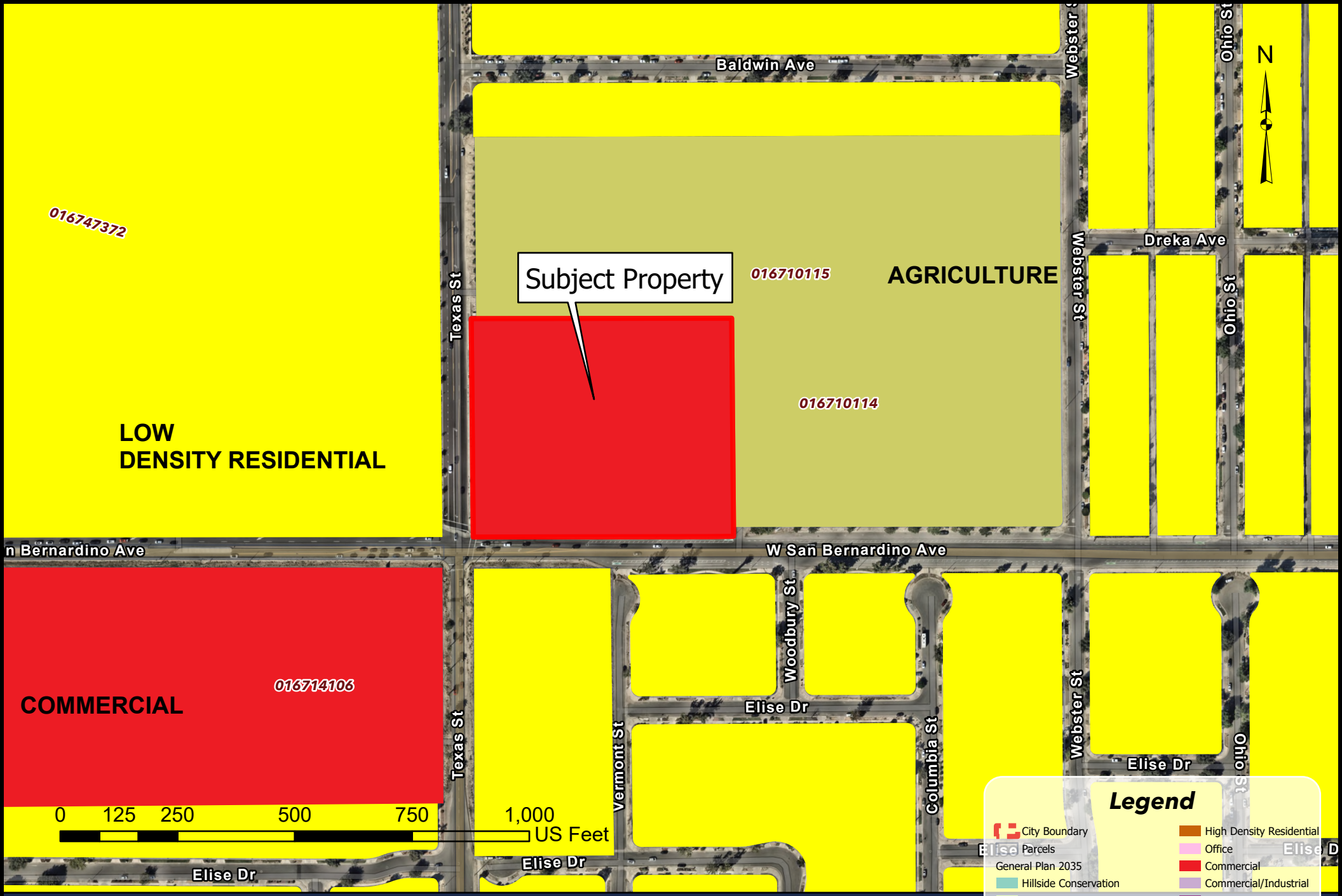
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Attachment_E-2_Landscaping_Plan.pdf
Attachment_E-3_Wall_and_Fence_Plan.pdf
Attachment_E-4_Elevations.pdf
Attachment_E-5_Building_Renderings.pdf
Attachment_F_Traffic_Impact_Analysis.pdf
Attachment_G_AB_130_Criteria_Checklist.pdf
Attachment_H_Socio-Economic_Cost_Benefit_Study.pdf
Attachment_I_Resolution_No_1765.pdf



City of Redlands

Attachment A - Location Map and Aerial

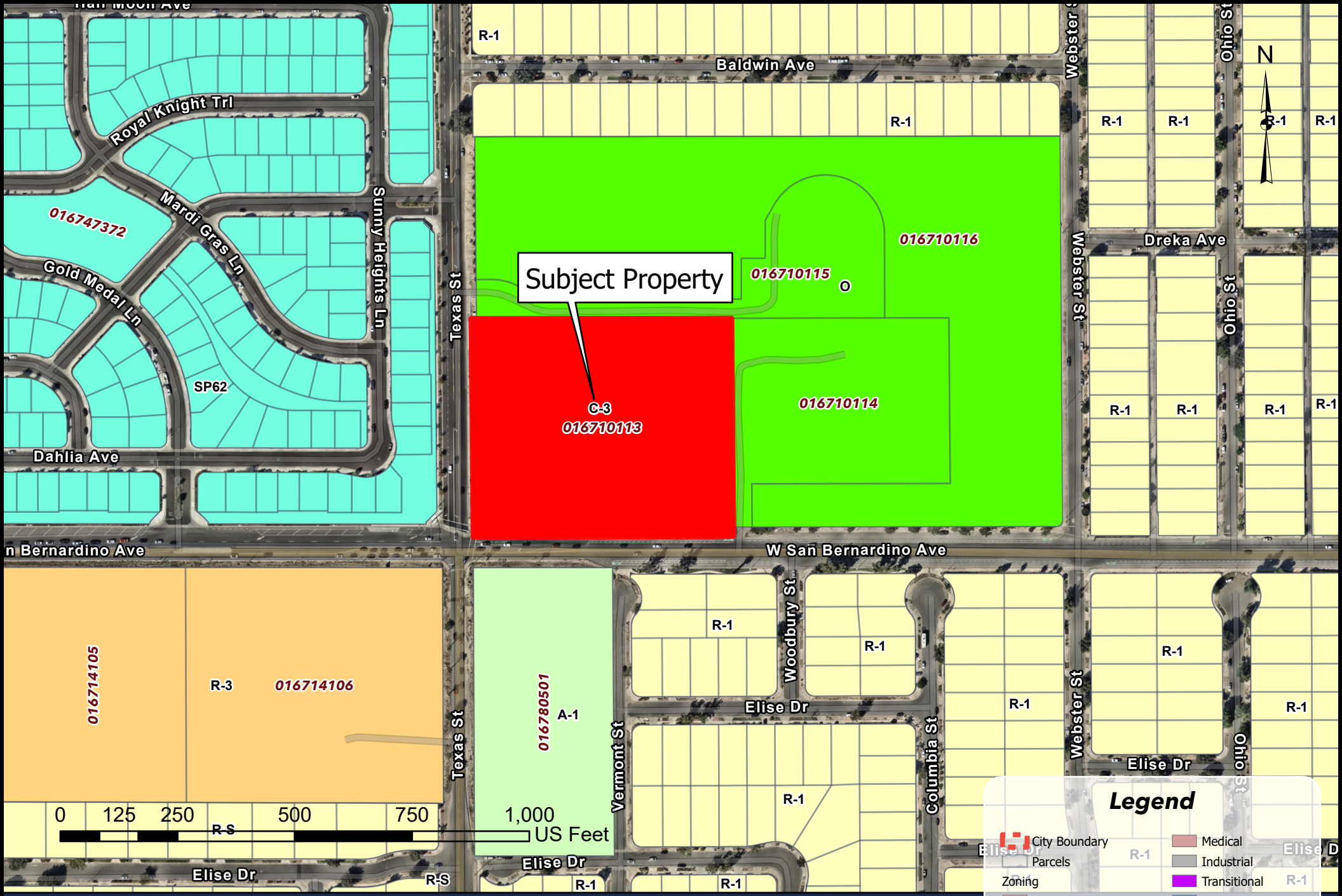
Author: Redlands GIS **Date:** September 2026



City of Redlands

Attachment B - General Plan Land Use Map

Author: Redlands GIS **Date:** September 2026



City of Redlands

Attachment C - Zoning Map

Author: Redlands GIS **Date:** September 2026

General Commercial (C-3) District
(RMC Title 18, Ch. 18.92)

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
Density 18.60.100	*Per RMC 18.92.080, "the residential density permitted shall be that allowed by the R-3 district…"* The maximum density in the R-3 zone is one thousand four hundred fifty (1,450) square feet of lot area per dwelling unit. The minimum density in the R-3 zone is two thousand and seventy-five (2,075) square feet of lot area per dwelling unit, provided all other applicable development standards are satisfied including required yards, landscape, outdoor living space, and on-site parking. Max Density: 1,450 SF / 242,111 SF = 167 d.u. 167 d.u. / 5.565 acres = 30 d.u. /acre *Providing 10% (17 d.u.) of 167 d.u. to lower income housing and then qualifies for a 20% density bonus. Eligible for up to 34 additional units but will be proposing 27 additional units (for 194 d.u. total).	194 d.u.	Yes, with density bonus.
Lot Area 18.92.110	No requirements	242,411 sq. ft. / 5.565 net acres	Yes.
Lot Dimensions 18.92.120	No requirements	NA	NA
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.	49'-0", 3 stories	Yes.
Floor-Area Ratio (F.A.R.) 18.92.130	4.0 Maximum	263,067 sq. ft. gross floor area / 242,411 sq. ft. lot area = 1.08 (with parking garages)	Yes.
Lot Coverage 18.92.170	No requirements	35.5 %	Yes.
Front Yard & Rear Yard 18.92.140	No requirements	Front: 20' along W. San Bernardino Ave. 14'-3" along Texas Street Rear: 60' to Northern P/L	Yes.
Side Yard 18.92.140(B)	No side yard requirements; Except where the C-3 zone adjoins or is across the street from a residential zone, in which case there shall be a side yard of not less than 10 ft. on the side or sides adjoining the street or residential zone (the yard shall be landscaped and maintained).	7' to Eastern P/L	Yes.
Access to Street 18.92.160	All lots in C-3 zones shall have access on a dedicated and	Access along W. San Bernardino	Yes, but will request

<table>
<tr><th>DEVELOPMENT STANDARD</th><th>REQUIREMENT</th><th>PROPOSED</th><th>COMPLIES ?</th></tr>
<tr><td></td><td>improved street.</td><td></td><td>secondary access along Texas Street.</td></tr>
<tr><td>On-Site Parking Required
18.164.240</td><td>A. Multiple residential projects shall have a minimum of the following number of covered parking spaces:

No bedroom and 1 bedroom unit: 1
2 bedroom units: 1 ½
3 or more bedroom units: 2

1 BR: 107 = 107 spaces
2 BR: 75 = 112.5 spaces
3 BR: 12 = 24 spaces
Total = 244 spaces

However, with DB the following calculation applies:
Table 1. Parking Standards Under the DBL.
<table><tr><th>Unit/Product Type</th><th>Number of Units</th><th>Parking Standard</th><th>Parking Spaces Required</th></tr><tr><td>1 BR</td><td>107 units</td><td>1 space/unit</td><td>107 spaces</td></tr><tr><td>2 BR</td><td>75 units</td><td>1.5 spaces/unit</td><td>113 spaces</td></tr><tr><td>3 BR</td><td>12 units</td><td>1.5 spaces/unit</td><td>18 spaces</td></tr><tr><td>Total Parking Required</td><td></td><td></td><td>238 spaces</td></tr><tr><td>Total Parking Provided</td><td></td><td></td><td>314 spaces</td></tr></table></td><td>314 parking spaces:

- 114 tuck-in under garages,
- 71 carport spaces and
- 129 surface parking spaces.</td><td>Yes, with Density Bonus.</td></tr>
<tr><td>Size of Spaces
18.164.110</td><td>A. Each covered parking space in a garage or carport shall have dimensions not less than ten feet (10') in width and twenty feet (20') in length.

B. Each uncovered off street parking space shall have dimensions not less than nine feet (9') in width and nineteen feet (19') in length, except parallel parking stalls, which shall be a minimum of eight feet (8') in width and twenty four feet (24') in length. No part of the area of a required parking space shall be used for driveways, aisles, walkways or other required improvements. (Ord. 1000 § 39.30(B), 1955)</td><td>1’-0” reduction DB waiver request of carport parking space dimensions. 9’ x 19’ proposed.

Garages 10’ x 20’
Uncovered: 9’ x 19’</td><td>Yes, with DB waiver.</td></tr>
<tr><td>Access to Parking
18.164.270</td><td>A. Forward travel to and from parking facilities from a dedicated street or alley is required. The parking area shall be adequate to facilitate the turning of vehicles to permit forward travel upon entering a street.

C. The access to all off street parking facilities shall be designed in a manner which will not interfere with the safe movement of traffic.

D. Concrete driveway approaches shall be provided for ingress to and egress from all parking facilities. Each parking space shall be easily accessible to the intended user. The width of driveway entrances and exits from a public street shall be measured at the property line and shall comply with the following standards, unless specific exemptions are made by the director of public works:

- single lane: 14 ft.</td><td>Adequate access and forward travel permitted.

26’ driveway approach</td><td>Yes.

Yes.</td></tr>
</table>

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
	- combined entrances or exits: 26 ft. - maximum driveway width: 30 ft.		
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. - Wheel stops shall be provided only along the side and rear property lines when necessary to protect adjacent property from vehicle encroachment. - 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 - Directional signs shall be required to differentiate between entrance and exit access points to the street.	NA NA NA 26’ provided.	Yes.
Parking Area Improvements 18.164.290 18.164.310	- No part of any parking area for more than five (5) vehicles shall be closer than 10' to any residential use, school, hospital, or other institution for human care located on an adjoining lot, unless screened by a masonry wall not less than 4' in height. - A minimum of 7% of such parking area shall be landscaped and maintained in accordance with the provisions of Chapter 18.168. - 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.	NA 20% (6,615 sq. ft. of 35,260 sq. ft. parking area) Adequate lighting provided.	 Yes. Yes
Corner Cutoff 18.168.010	• 45 degree angle with side or front P/L. • Minimum 10 ft. deep for 45 degree angle. • No visual obstruction within corner cutoff area.	14’ clearance provided.	Yes.
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 Exception Permit Committee: may approve over 6 ft. high in rear half of lot; except, may be up to 16 ft. high if not less than 10 ft. from any P/L. • Minor exceptions: see 18.168.040 to 18.168.100.	No requirements for yards, but stucco wall exceeds 6’ height. MEP No. 697 application for consideration.	Yes, with MEP approval.
Fences & Walls; Required When 18.168.030	• 6 ft. fence or wall at top of all slopes where tops of slopes are property lines. • 6 ft. fence or wall along P/L or zone boundary lines to separate industrial & commercial districts and/or uses from abutting residential districts, as follows: 1) Along rear lot line (if no street);	See above.	See above.

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
	2) Along side lot line (except 3 ft. max. within front setback of the abutting residential zone); 3) If street is boundary, wall set back from P/L by 10 ft. min., with landscaping; 4) If alley is boundary, wall shall be on P/L at alley.		
Landscaping; Minimum Dimensions 18.168.180	The minimum width of any required landscaped area, or any form of fixed planter box used to satisfy required landscaping, shall be five feet (5'), unless otherwise specified in this title.	All 5' or more.	Yes.
Parking Lot Landscape 18.168.210	• Min. 7% of total parking area must be landscaped. • Perimeter planters (side/rear): 5 ft. minimum • Interior planters: 5 ft. minimum • No L/S planter < 5 ft. wide may be counted. • Vehicles may overhang up to 2 ft. (with clear area). • One L/S island per 20 spaces. • Breaks or gaps may be allowed for pedestrian access and drainage purposes only. • Curbs, mow strips, etc., not included in dimensions. • Pedestrian walkways shall be provided to destination points. • Plant palette – maturity in 3 years. • Planters to include shrubs and groundcover. • Trees: 6 ft. trunk height; min. 50% evergreens. • Trees: 50% 15-gallon; 25% 24-inch box; 25% 36-inch box; and meet specified caliper sizes. • Trees: ends of aisles; at 3 space intervals in interior; at 20 ft. intervals around perimeter. • Trees may be clustered for natural appearance. • State drought-tolerance requirements may modify these specifications, with water use calcs provided.	20% provided. All 5' or more. All 5' or more Noted on plans. Noted on plans. Provided. Provided. Noted on plans. Provided. Noted on plans. Provided. 100% evergreen. 5% 15-gallon but providing other trees at 24" (69%) and 36" (26%). Larger tree sizes are preferred. Provided. Noted. Provided.	Yes.
Transportation Control Measures 18.224.020	*When discretionary review is required:* A. New nonresidential and multi-family (of 10 or more units) developments or remodel, when discretionary review is required, 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. B. New nonresidential and multi-family (of 10 or more units) developments shall provide on site pedestrian walkways and bicycle facilities to connect each building in the development to public streets. F. New nonresidential and residential (of 10 or more units) developments along existing or planned transit routes shall install transit improvements such as bus pullouts, bus pads and bus shelters. The need for and nature of these improvements are to be defined by the city in cooperation with Omnitrans.	109 in garages provided. Walkways provided. No requirements requested from Omnitrans.	Yes. Yes. Yes.

780 W SAN BERNARDINO

REDLANDS, CA

MONTE VISTA HOMES



ARCHITECTURE SHEETS

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PHOTOMETRIC SHEETS

CONCEPTUAL PHOTOMETRIC PLAN	EP01
LIGHT FIXTURE CUT SHEETS	EP02

PROJECT TEAM:

APPLICANT/OWNER:

MONTE VISTA HOMES
(909) 499-6995
Contact: Brian King
brian@montevistahomes.us

RESIDENTIAL ARCHITECT:

AO
144 North Orange St.
Orange, CA 92866
(714) 639-9860
Contact: Serafin Maranan
serafinm@aoarchitects.com

LANDSCAPE ARCHITECT:

SITESCAPES
3190 B-2 Airport Loop Drive
Costa Mesa, CA 92626
(949) 644-9370
Contact: Rick Polhamus
rpolhamus@sitescapes.net

CIVIL ENGINEER:

HICKS & HARTWICK, INC
37 East Olive Ave. Ste C
Redlands, CA 92373
(909) 214-5514
Contact: Matthew C. Hicks
matt@verycivil.com

MONTE VISTA HOMES

780 W SAN BERNARDINO

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MONTE VISTA HOMES

780 W SAN BERNARDINO

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CONCEPTUAL PERSPECTIVES

AO

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780 W SAN BERNARDINO

REDLAND, CA

CONCEPTUAL PERSPECTIVES

AO

A4

JOB NO. 2025-0809
DATE 05-22-2026

780 W SAN BERNARDINO AVE

PROJECT INFORMATION		
Project Description	A 194-UNIT PROJECT CONSISTING OF FIVE 3-STORY TYPE V-A RESIDENTIAL BUILDINGS WITH TUCK-UNDER GARAGES	
Proposed Construction Type	RESIDENTIAL: TYPE V-A	
Proposed Occupancy Type	RESIDENTIAL: R-2	
Zoning Existing	GENERAL COMMERCIAL (C-3)	
Land Use Existing	COMMERCIAL (C)	
Flood Zone Designation	NO	
Assessor's Parcel Number	016710113	
Gross Lot Area	292,723 sq. ft.	6.72 AC
Gross Building Area	232,724 sq. ft. (Excludes Parking Garages)	
Number of Buildings	EXISTING: 0	PROPOSED: 5
Site Coverage	85,954 sq. ft.	29.4%
Building Height	EXISTING: 0'	PROPOSED: 49'-0"
Floor Area Ratio (FAR)	0.80 (Excludes Parking Garages)	
Total Units	194 DU	
Density	28.9 DU/AC	

GROSS BUILDING AREA

BUILDING NUMBER	RESIDENTAL	PARKING GARAGES	TOTAL GROSS FLOOR AREA (IN SQ. FT.)
BUILDING 1	34,620	4,902	39,522
BUILDING 2	34,620	4,902	39,522
BUILDING 3	41,480	5,830	47,310
BUILDING 4	41,480	5,830	47,310
BUILDING 5	80,524	8,879	89,403
TOTAL	**232,724**	**30,343**	**263,067**

AFFORDABLE - FOR RENT

BASE DENSITY	167 UNITS	
AFFORDABILITY LEVEL	LOW INCOME	
	% OF AFFORDABLE	UNITS
REQUIRED	10%	17
PROVIDED	**10%**	**17**

UNIT MIX			
	1-BEDROOM	2-BEDROOM	3-BEDROOM
PROVIDED MARKET-RATE UNITS	107	75	12
% OF AFFORDABLE UNITS	10%	10%	10%
PROVIDED AFFORDABLE UNITS	9	7	1
TOTAL AFFORDABLE UNITS PROVIDED	**17**		

BUILDING SUMMARY

UNIT TYPE	BUILDING 1	BUILDING 2	BUILDING 3	BUILDING 4	BUILDING 5	%	TOTAL
A1	6	6	6	6	12	18.6%	36
A1A						0.0%	0
A2	3	3	3	3		6.2%	12
A2A					22	11.3%	22
A3					10	5.2%	10
A4	6	6	6	6		12.4%	24
A4A					3	1.5%	3
1 BR	**15**	**15**	**15**	**15**	**47**	**55.2%**	**107**
B1	6	6	8	8		14.4%	28
B1A					10	5.2%	10
B2	6	6	9	9		15.5%	30
B2A					7	3.6%	7
2 BR	**12**	**12**	**17**	**17**	**17**	**38.7%**	**75**
C1	3	3	3	3		6.2%	12
3 BR	**3**	**3**	**3**	**3**	**0**	**6.2%**	**12**
SUBTOTAL	**30**	**30**	**35**	**35**	**64**	**100%**	**194**
TOTAL							

UNIT SUMMARY

UNIT TYPE	UNIT NET AREA (SQ. FT.)	NUMBER OF UNITS	TOTAL NET AREA (SQ. FT.)	%	TOTAL UNIT %
A1	782	36	28,152	18.6%	
A1A	782	0	0	0.0%	
A2	758	12	9,096	6.2%	
A2A	758	22	16,676	11.3%	55.2%
A3	830	10	8,300	5.2%	
A4	889	24	21,336	12.4%	
A4A	892	3	2,676	1.5%	
B1	1,017	28	28,476	14.4%	
B1A	1,017	10	10,170	5.2%	38.7%
B2	1,162	30	34,860	15.5%	
B2A	1,162	7	8,134	3.6%	
C1	1,283	12	15,396	6.2%	6.2%
TOTAL	**945 AVG.**	**194**	**183,272**	**100%**	

OPEN SPACE PROVIDED

LOCATION	TOTAL AREA (SQ. FT.)
POOL COURTYARD	15,080
DOG PARK	955
FITNESS	2,064
CLUBHOUSE	3,038
TOTAL OPEN SPACE PROVIDED	**21,137**

PRIVATE OPEN SPACE

UNIT TYPE	UNIT NET AREA (SQ. FT.)	NUMBER OF UNITS	TOTAL NET AREA (SQ. FT.)
A1	46	36	1,656
A1A	46	0	0
A2	61	12	732
A2A	61	22	1,342
A3	56	10	560
A4	66	24	1,584
A4A	66	3	198
B1	55	28	1,540
B1A	55	10	550
B2	51	30	1,530
B2A	51	7	357
C1	67	12	804
TOTAL	**56 AVG.**	**194**	**10,853**

VEHICLE PARKING SUMMARY

GOV. CODE §65915 - RESIDENTIAL STALLS REQUIRED

UNIT TYPE	NUMBER OF UNITS	RATIO	TOTAL STALLS
1 BEDROOM	107	1.0	107
2 BEDROOM	75	1.5	113
3 BEDROOM	12	1.5	18
TOTAL UNITS	194		
TOTAL RESIDENTIAL STALLS REQUIRED		1.23	238

ACCESSIBLE STALLS PROVIDED

USE TYPE	QTY.	RATIO	REQ.	OF REQUIRED	
				STD	VAN
RESIDENTIAL (ASSIGNED)	120	0.02	3	2	1
TOTAL ACCESSIBLE STALLS REQUIRED:			**3**	**2**	**1**

NOTE:
THE REQUIRED ADA STALLS ARE INCLUDED IN PARKING COUNT. ONE (1) VAN ADA STALL FOR EVERY EIGHT (8) ADA RESIDENTIAL STALLS REQUIRED. ONE (1) VAN ADA STALL FOR EVERY SIX (6) ADA NON-RESIDENTIAL STALLS REQUIRED.

EVCS STALLS PROVIDED

EV CATEGORY	QTY.	RATIO	REQ.
RESIDENTIAL			
EV READY WITH RECEPTACLES	194	1 PER UNIT	194
RESIDENTIAL EVCS STALLS REQUIRED			**194**
EV ACCESSIBLE (INCLUDED IN EVCS COUNT)	114	1 PER 25	**5**

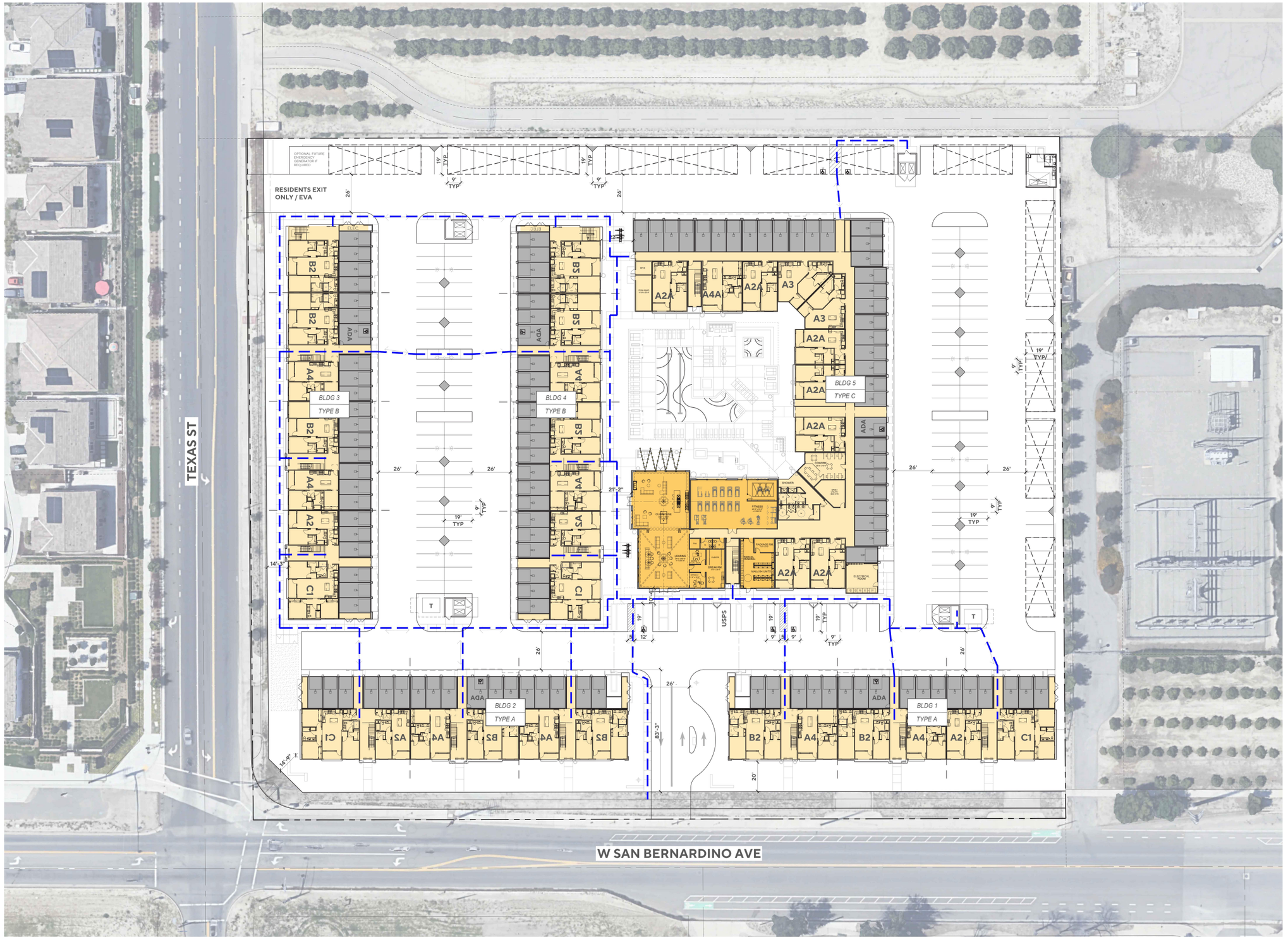
NOTE:
THE REQUIRED EV STALLS ARE INCLUDED IN PARKING COUNT. ONE (1) ADA EV STALL FOR EVERY TWENTY-FIVE (25) EV STALLS W/ AN 8' MIN. ACCESSIBLE AISLE.

RESIDENTIAL STALLS PROVIDED

PARKING LEVEL	STALL COUNT PER USE								TOTAL STALLS PROVIDED
	STANDARD VEHICLES				ELECTRIC VEHICLES				
	STANDARD		ACCESSIBLE		EV READY		EV CHARGER		
	STD		STD	VAN	EV READY		CHARGER	CHARGER ACC	
GARAGES			2		112				114
CARPORTS	69		1	1					71
SURFACE	35		1	1	82		10		129
TOTALS	**104**		**4**	**2**	**194**		**10**	**0**	**314**
	110				**204**				
TOTAL RESIDENTIAL STALLS PROVIDED								**RATIO**	**1.62**

REDLANDS MUNICIPAL CODE
DEVELOPMENT STANDARDS CODE ANALYSIS

Category	Section	GENERAL COMMERCIAL Municipal Code	Category	Proposed Design
APN		APN: 0167-101-13		
Zoning	RLMC 18.92	C3		
Lot Area	RLMC 18.92.110	No requirements	Lot Area	5.565 acres
Net Lot Coverage	RLMC 18.92.120	No requirements	Net Lot Coverage	35.5%
Building Height/ Number of Stories	RLMC 18.92.130	No requirements	Building Height/ Number of Stories	49'-0" / 3-stories
Residential Density	RLMC 18.60.10	Max Density: 1450sqft per dwelling unit (30 du/ac) Min: 2075 sqft per dwelling unit (21 du/ac)	Residential Density	34.9 du/ac (after density bonus)
Setbacks	RLMC 18.92.140	Front yard: No requirements Side yard: No requirements. Where the C-3 zone adjoins or is across the street from a residential zone, in which case there shall be a side yard of not less than ten feet (10') on the side or sides adjoining the street or residential zone Rear yard: No requirements	Setbacks	Front yard: 20' Side yard across street from residential zone: 14'-3" Side yard: 5' Rear yard: 5'
Open Space	RLMC 18.60.170	No requirements	Open Space	Provided: 21,137 sf
Off-Street Parking Standards	RLMC 18.164.090	1br: 1 2br: 1.5 3br: 2 Guest: 0.5 (All multiple residential projects containing more than two (2) units per lot of record shall provide one uncovered off street parking space for each two (2) units) The provisions of chapter 18.164 of this title shall apply. In addition, there shall be not more than one driveway to off street parking and covered parking areas for each one hundred feet (100') of lot width	Off-Street Parking Standards	Required by RLMC: 341 stalls Required by (Gov. Code §65915(p)(1): 238 stalls Provided: 314 stalls
Parking Design Standards	RLMC 18.164.110	Covered: 10' in Width and 20' in Length Uncovered off street parking: 9' in Width and 19' in Length Parallel parking: 8' in Width and 24' in Length Driveway width: Min 10, Max 20'	Parking Design Standards	Garages: 10'x20' Carports: 9'x19' (desnity bonus waiver) Uncovered: 9'x19'
Bicycle Parking	CAL Green 4.106.4.4	1 bicycle per 2 units	Bicycle Parking	Required: 97 Provided: 109 (provided in garages)



LEGEND

- LEASING & AMENITIES
- RESIDENTIAL
- GARAGE PARKING
- ACCESSIBLE PATH OF TRAVEL
- CARPORT

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

CONCEPTUAL SITE PLAN

1" = 30'

0 30' 60' 90' 120'

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LEGEND

COMMON OPEN SPACE

INTERIOR AMENITY

OPEN SPACE PROVIDED	
LOCATION	TOTAL AREA (SQ. FT.)
POOL COURTYARD	15,080
DOG PARK	955
FITNESS	2,064
CLUBHOUSE	3,038
TOTAL OPEN SPACE PROVIDED	**21,137**



780 W SAN BERNARDINO

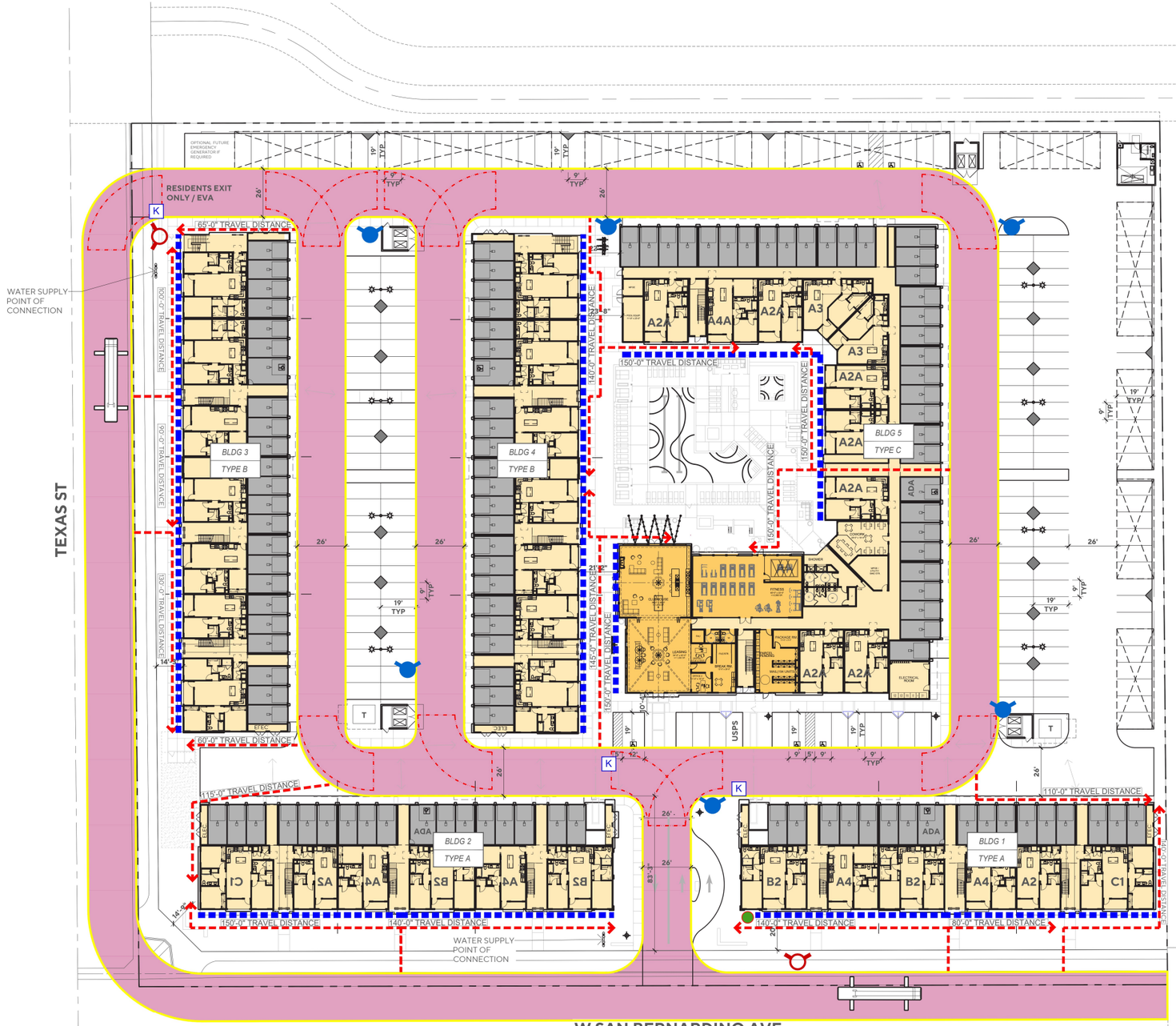
REDLAND, CA

OPEN SPACE PLAN

1" = 30'

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A8

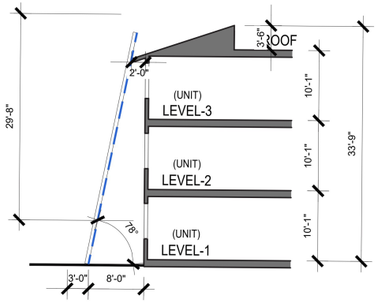


LEGEND

- FIRE TRUCK APARATUS
- BUILDING ADDRESS IDENTIFICATION LOCATIONS WITH MINIMUM OF 4" HIGH WITH MINIMUM STROKE WIDTH OF 1/2"
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- FIRE PROTECTION WATER SUPPLY POINTS OF CONNECTION
- 26-FT WIDE FIRE ACCESS ROAD
- 150-FT MAX. FIRE HOSE PULL
- GROUND LADDER ACCESS TO BUILDING
- K — KNOX BOX OR KEYED ACCESS



FIRE APPARATUS TURNING RADIUS



GROUND LADDER SETBACK

FIRE NOTES

1. PROJECT WILL BE FULL NFPA 13 FIRE SPRINKLER SYSTEM.
2. PROJECT WILL PROVIDE A OPTIONAL FIRE PUMP AND ASSOCIATED OPTIONAL FUTURE EMERGENCY GENERATOR IF REQUIRED UNTIL DESIGN PRESSURES OF THE FIRE PROTECTION SYSTEMS ARE FINALIZED.
3. OPTIONAL CLASS III STANDPIPE SYSTEM MAYBE PROVIDED DEPENDING FIRE FLOW AND FIRE SPRINKLER DESIGN.

MONTE VISTA HOMES

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FIRE ACCESS PLAN

NORTH

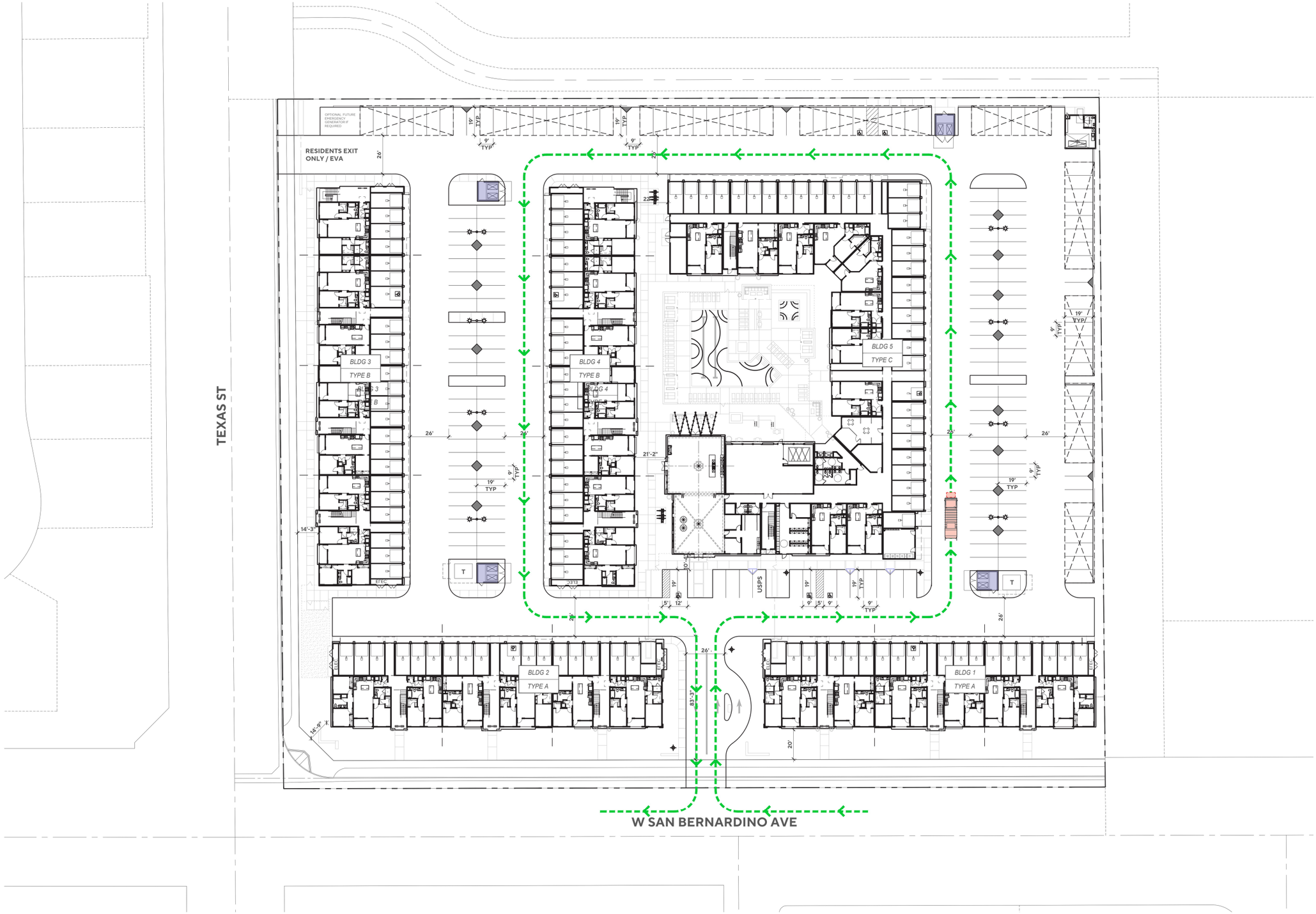
0 30' 60' 90' 120'

1" = 30'

AO

A9

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REDLAND, CA

MONTE VISTA HOMES

WASTE MANAGEMENT PLAN

1" = 30'

0 30' 60' 90' 120'

A10

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LEVEL 1



LEVEL 2



LEVEL 3

LEGEND

- AFFORDABLE 1-BEDROOM
- AFFORDABLE 2-BEDROOM
- AFFORDABLE 3-BEDROOM

AFFORDABLE - FOR RENT			
BASE DENSITY	167 UNITS		
AFFORDABILITY LEVEL	LOW INCOME		
	% OF AFFORDABLE		UNITS
REQUIRED	10%		17
PROVIDED	**10%**		**17**

UNIT MIX			
	1-BEDROOM	2-BEDROOM	3-BEDROOM
PROVIDED MARKET-RATE UNITS	107	75	12
% OF AFFORDABLE UNITS	10%	10%	10%
PROVIDED AFFORDABLE UNITS	9	7	1
TOTAL AFFORDABLE UNITS PROVIDED	**17**		

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

AFFORDABLE UNITS

NORTH

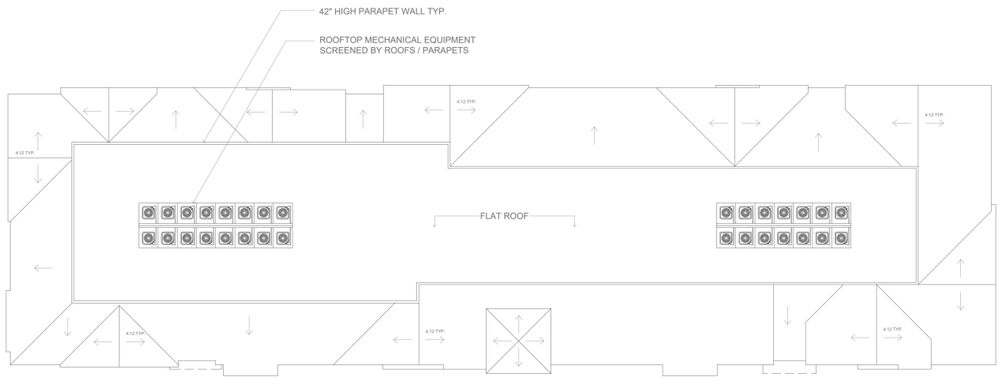
1" = 50'

0 50' 100 150 200

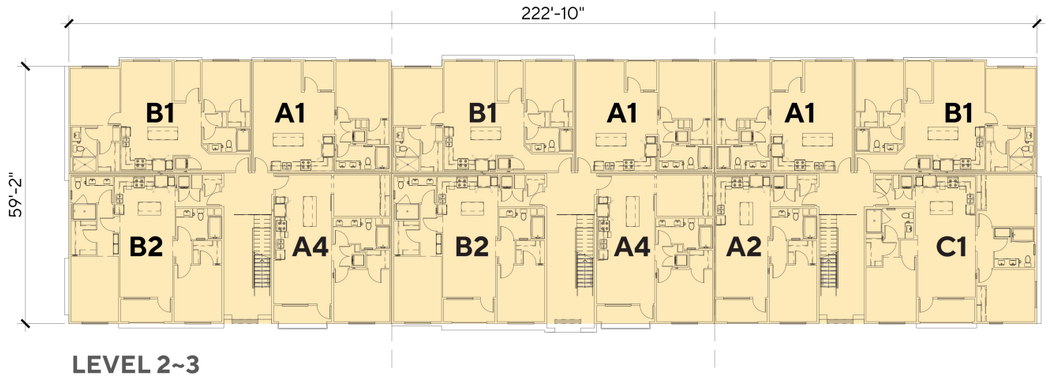
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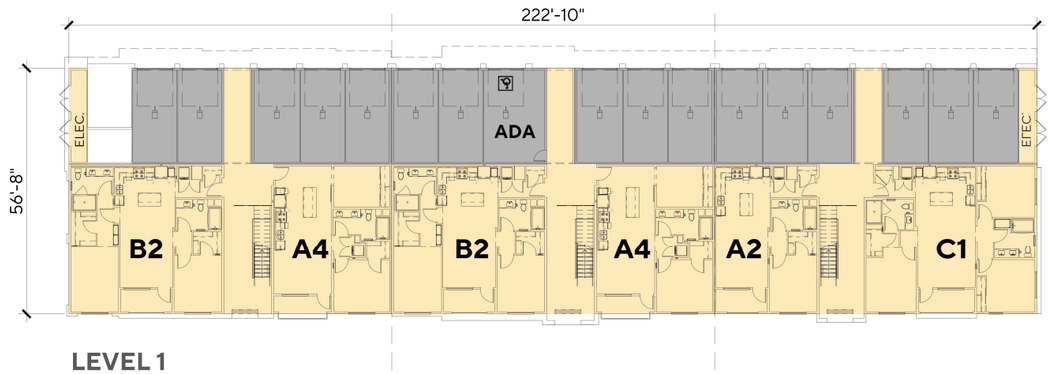
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ROOF



LEVEL 2~3



LEVEL 1

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

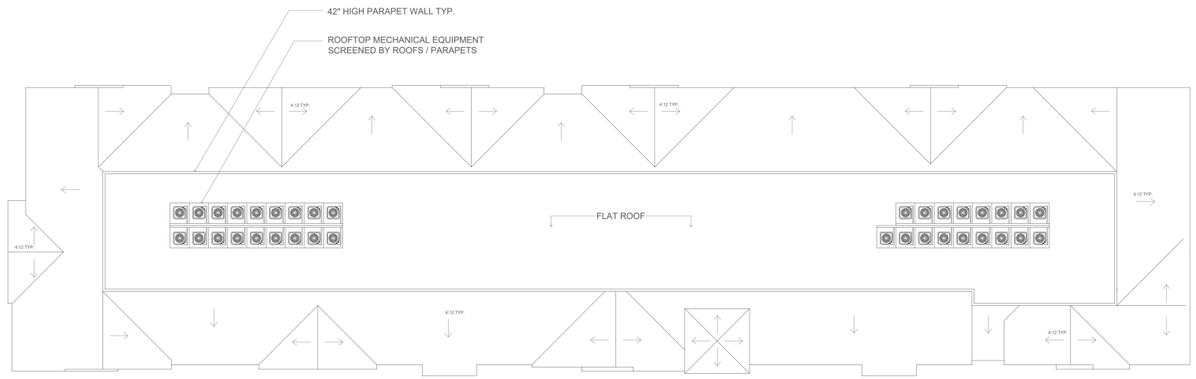
BUILDING TYPE A
FLOOR PLANS

1/8" = 1'
0 8' 16' 24' 32'

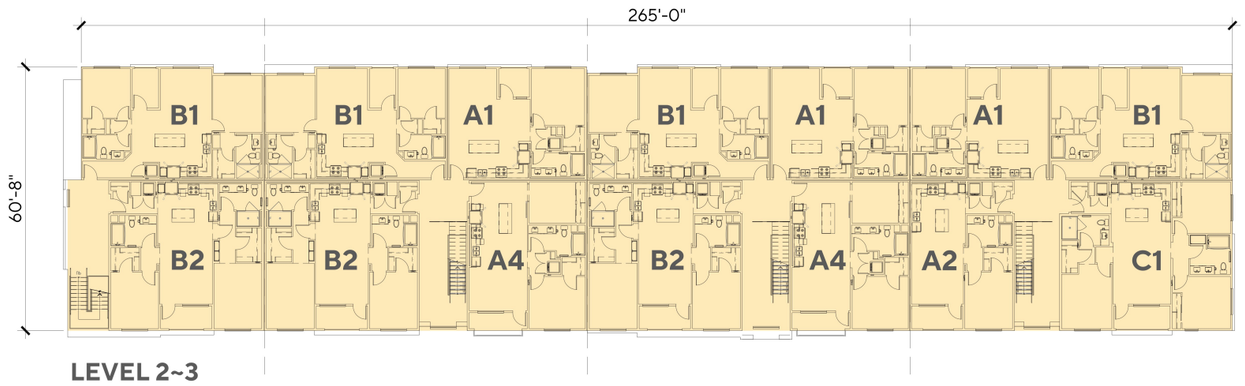
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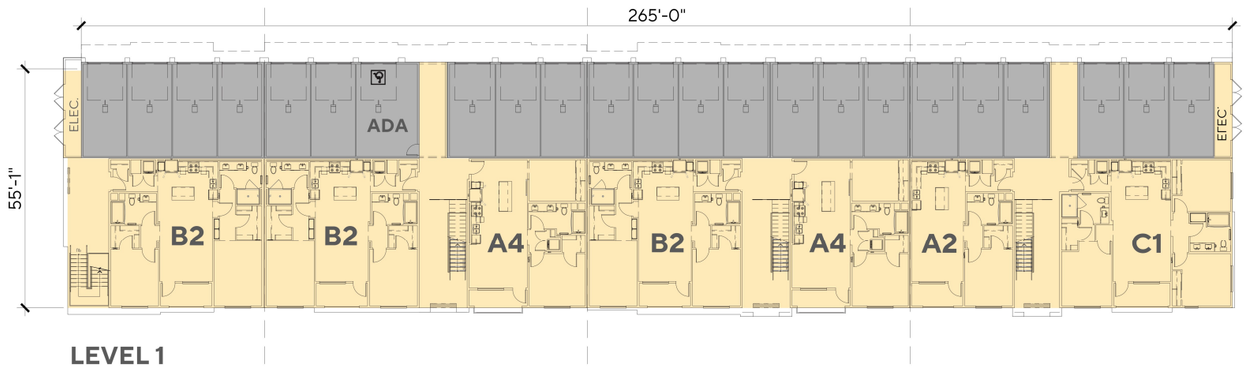
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ROOF



LEVEL 2~3



LEVEL 1

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

BUILDING TYPE B
FLOOR PLANS

NORTH

0 8' 16' 24' 32'

1/8" = 1'

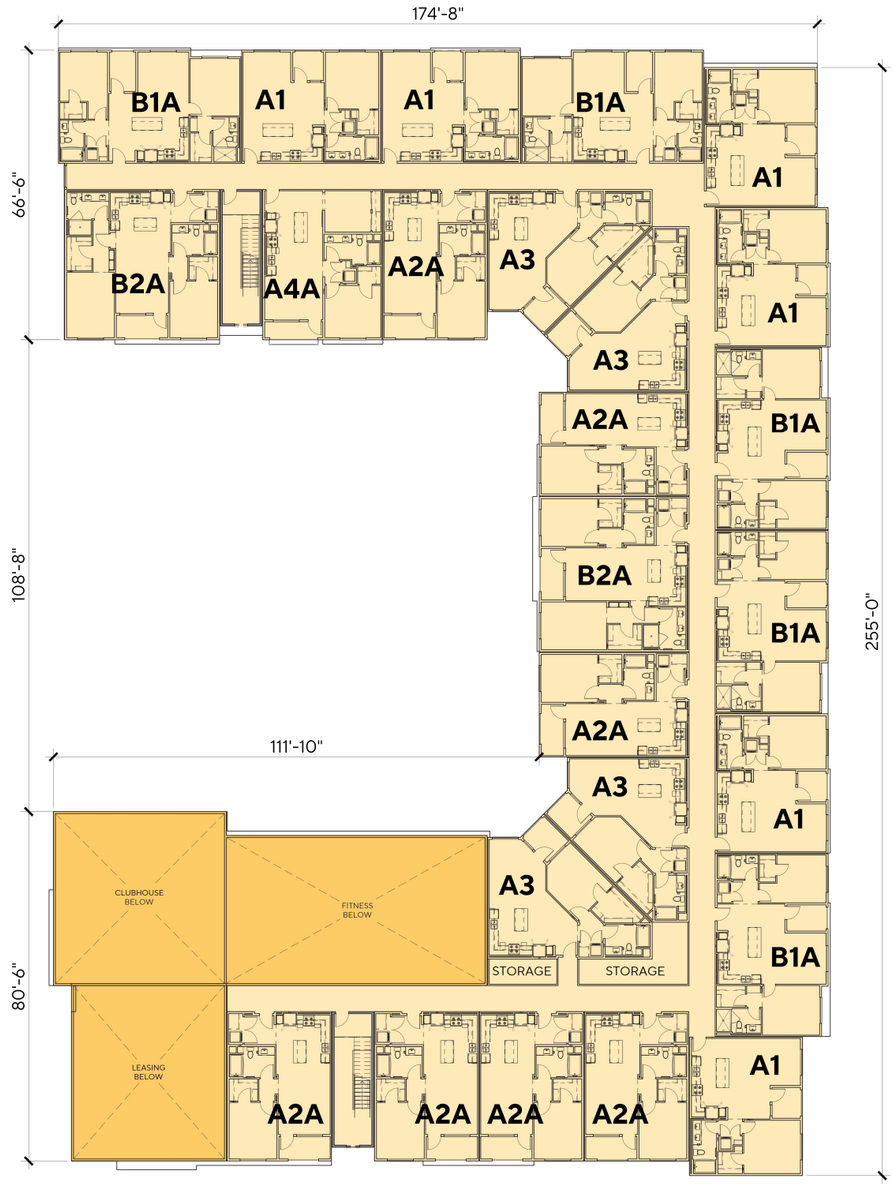
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A14

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LEVEL 1



LEVEL 2

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

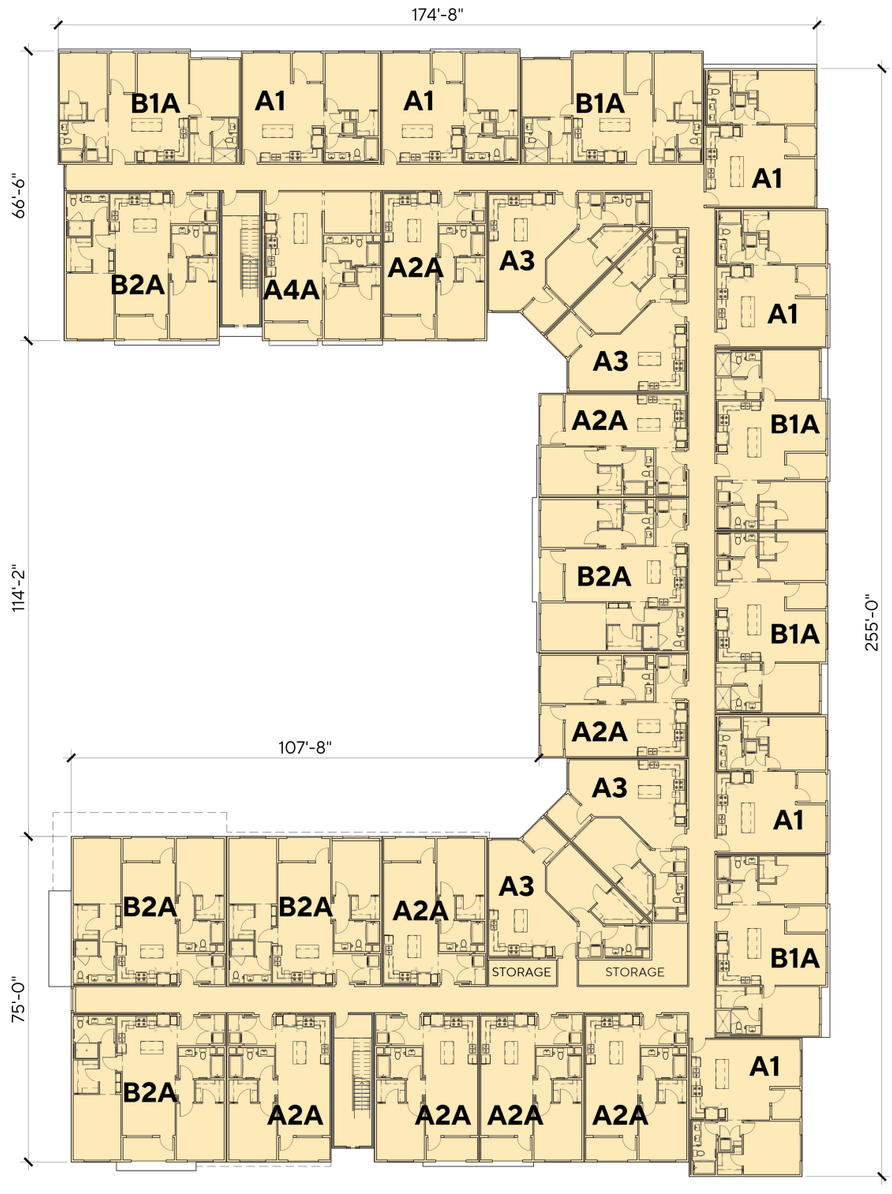
BUILDING TYPE C
FLOOR PLAN S

1/8" = 1'

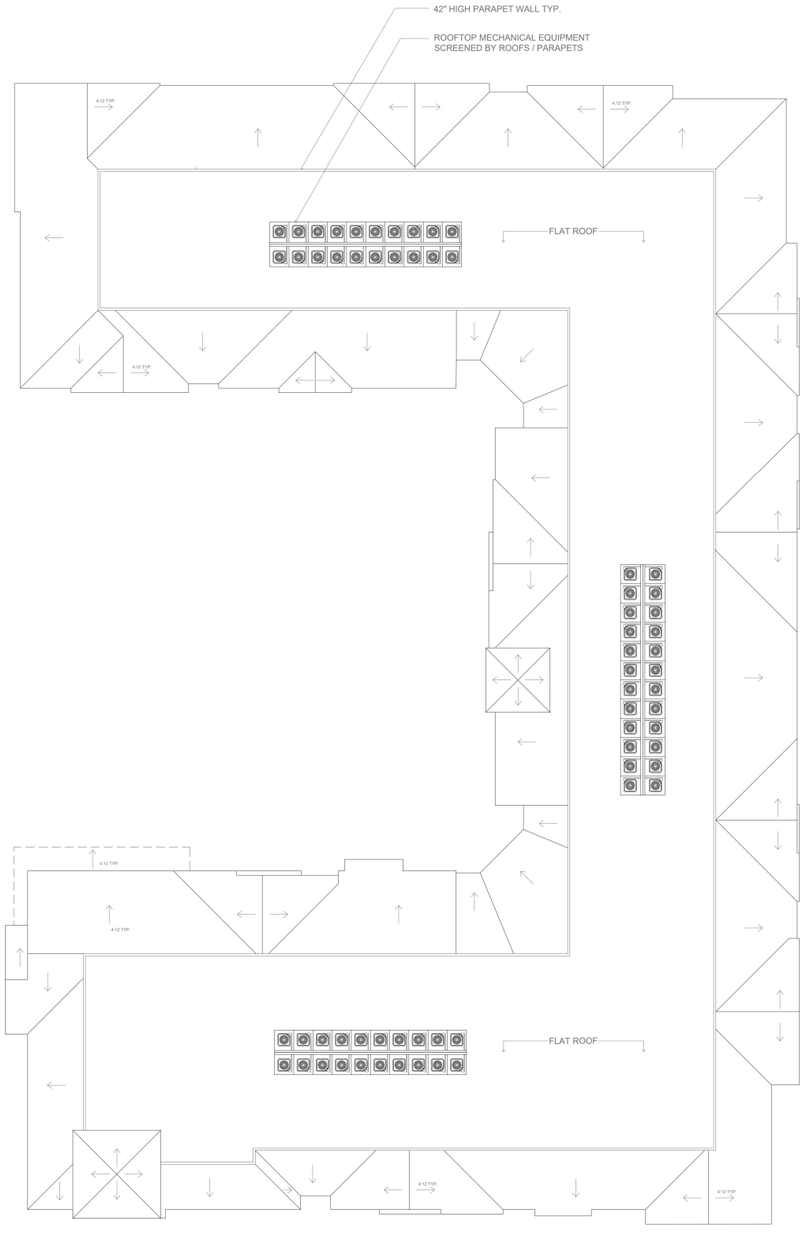
0 8' 16' 24' 32'

A16

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LEVEL 3



ROOF

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

BUILDING TYPE C
FLOOR PLAN S

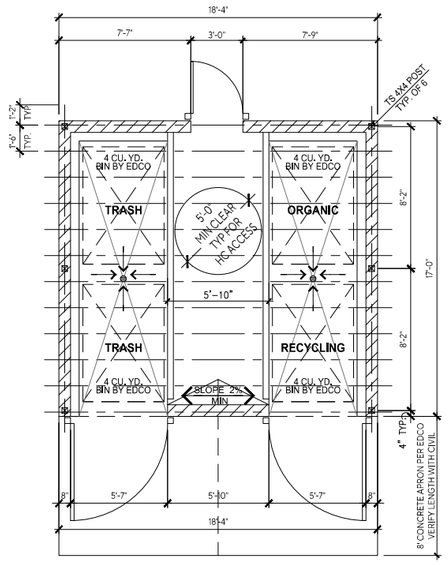
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0 8' 16' 24' 32'

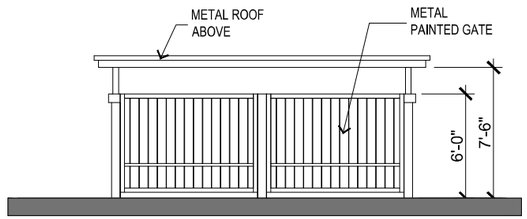
AO

A17

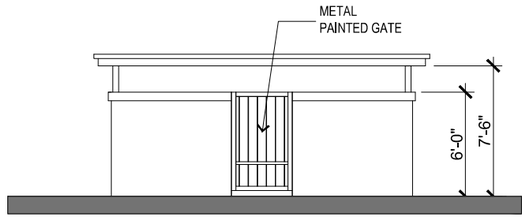
JOB NO. 2025-0809
DATE 05-22-2026



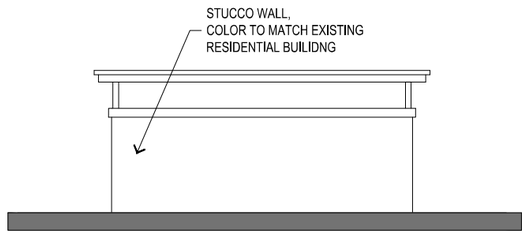
TRASH ENCLOSURE TYPICAL PLAN



FRONT

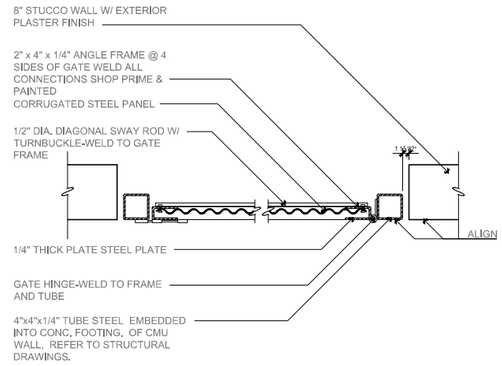


REAR



LEFT/RIGHT

TRASH ENCLOSURE TYPICAL ELEVATIONS



TRASH ENCLOSURE GATE DETAIL

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

TRASH ENCLOSURE DETAIL

1/4" = 1'

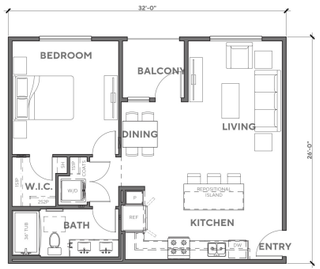
0 4' 8' 12' 16'

A21

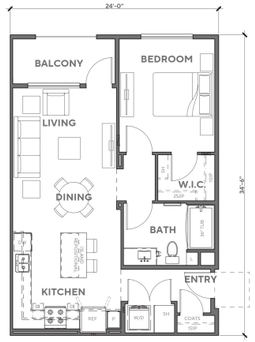
JOB NO. 2025-0809
DATE 05-22-2026



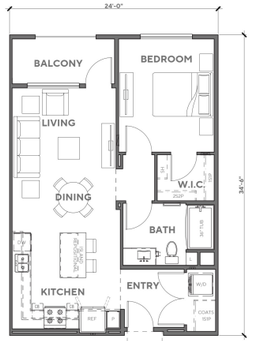
UNIT A1: 1BR · 1BA
LIVABLE AREA: 782 SQ. FT.
BALCONY AREA: 46 SQ. FT.
QUANTITY: 1



UNIT A1A: 1BR · 1BA
LIVABLE AREA: 782 SQ. FT.
BALCONY AREA: 46 SQ. FT.
QUANTITY: 1



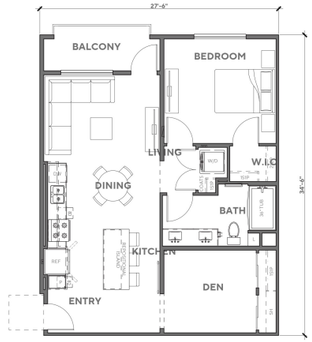
UNIT A2: 1BR · 1BA
LIVABLE AREA: 758 SQ. FT.
BALCONY AREA: 61 SQ. FT.
QUANTITY: 1



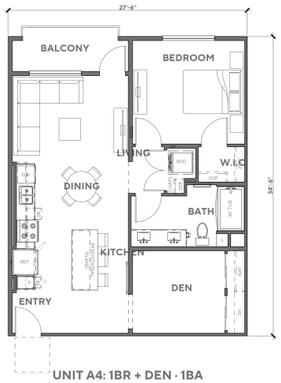
UNIT A2A: 1BR · 1BA
LIVABLE AREA: 758 SQ. FT.
BALCONY AREA: 61 SQ. FT.
QUANTITY: 1



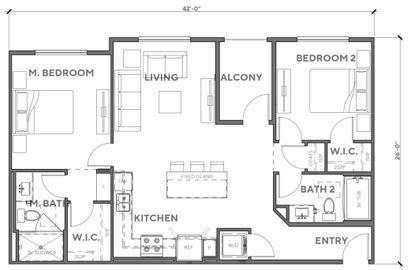
UNIT A3: 1BR · 1BA
LIVABLE AREA: 830 SQ. FT.
BALCONY AREA: 56 SQ. FT.
QUANTITY: 1



UNIT A4: 1BR + DEN · 1BA
LIVABLE AREA: 889 SQ. FT.
BALCONY AREA: 66 SQ. FT.
QUANTITY: 1



UNIT A4: 1BR + DEN · 1BA
LIVABLE AREA: 892 SQ. FT.
BALCONY AREA: 66 SQ. FT.
QUANTITY: 1



UNIT B1: 2BR · 2BA
LIVABLE AREA: 1017 SQ. FT.
BALCONY AREA: 55 SQ. FT.
QUANTITY: 1



UNIT B1A: 2BR · 2BA
LIVABLE AREA: 1017 SQ. FT.
BALCONY AREA: 55 SQ. FT.
QUANTITY: 1



UNIT B2: 2BR · 2BA
LIVABLE AREA: 1162 SQ. FT.
BALCONY AREA: 61 SQ. FT.
QUANTITY: 1



UNIT B2A: 2BR · 2BA
LIVABLE AREA: 1162 SQ. FT.
BALCONY AREA: 61 SQ. FT.
QUANTITY: 1



UNIT C1: 3BR · 2BA
LIVABLE AREA: 1283 SQ. FT.
BALCONY AREA: 67 SQ. FT.
QUANTITY: 1

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

UNIT PLANS

1/8" = 1'
0 8' 16' 24' 32'

A23

JOB NO. 2025-0809
DATE 05-22-2026



TREE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
TREES				
	Cupressus sempervirens	Italian Cypress	24" Box	L
	Koelreuteria paniculata	Golden Rain Tree	24" Box	L
	Olea europaea	Olive	36" Box	L
	Podocarpus gracilior	Fern Pine	24"/36" Box	M
	Strelizia reginae	Bird-of-Paradise	24" Box	M
	Tristania conferta	Brisbane Box	15G.	M
PALMS				
	Phoenix canariensis	Canary Island Date Palm	20' B.T.H	L
	Phoenix dactylifera	Date Palm	20' B.T.H	L
	Trachycarpus fortunei	Windmill Palm	16' B.T.H	M
STREET TREES				
	Arbutus x 'Marina'	Strawberry Tree	24" BOX	L
	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	24" BOX	M
	Tristania conferta	Brisbane Box	24" BOX	M

SHRUB LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
SHRUBS				
	Agave 'Blue Flame'	Blue Flame Agave	5 G.	L
	Agave weberi	Weber's Century Plant	15 G.	L
	Bougainvillea 'Oh La La'	Bougainvillea	5 G.	L
	Buxus microphylla japonica	Japanese Boxwood	1 G.	M
	Carex divulsa	Berkeley Sedge	1 G.	
	Chondropetalum tectorum	Cape Rush	5 G.	M
	Dianella revoluta 'DR5000'	Little Rev Flax Lily	1 G.	M
	Dianella tasmanica 'Silver Streak'	Silver Streak Flax Lily	5 G.	M
	Euonymus japincus 'Green Spire'	Green Spire Euonymus	5 G.	M
	Ligustrum japonicum 'Texanum'	Wax Leaf Privet	5 G.	M
	Moraea bicolor	Fortnight Lily	5 G.	M
	Olea europaea 'Montra' P.P.#6266	Little Ollie Dwarf Olive	5 G.	L
	Pennisetum 'Fairy Tails'	Fairy Tails Fountain Grass	5 G.	
	Podocarpus elongatus 'Monmal'	Icee Blue Yellow-Wood	5 G.	M
	Rhaphiolepis indica 'Clara'	Dwarf Indian Hawthorne	5 G.	M
	Salvia greggii	Red Salvia	5 G.	L
	Salvia leucantha 'Santa Barbara' P.P.#12949	Santa Barbara Mexican Bush Sage	5 G.	L
	Stipa tenuissima	Mexican Feather Grass	1 G.	L
	Strelizia reginae	Bird-of-Paradise	5 G.	M
	Tecoma stans 'Sierra Apricot'	Sierra Apricot	15 G.	M
	Yucca recurvifolia	Pendulous Yucca	5 G.	L
VINES & ESPALIERS				
	Ficus pumila (repens)	Creeping Fig	1 G.	M
GROUND COVER				
	Lantana hybrids 'New Gold'	New Gold Lantana	1 G.	L
	Rosmarinus o. 'Huntington Carpet'	Huntington Rosemary Carpet	1 G.	L
	Senecio mandraliscae	N.C.N.	1 G.	L
	Trachelospermum jasminoides	Star Jasmine	1 G.	M

AMENITY LEGEND

1. VEHICULAR MAIN ENTRY
   - DUAL SLIDING GATE
   - CENTRAL ISLAND W/ DIRECTORY
2. ENTERTAINMENT PATIO
   - ENHANCED PAVING
   - OUTDOOR KITCHEN W/ (2) BBQ GRILLS
   - VARIETY OF SEATING OPPORTUNITIES
   - FIRE PITS
   - FESTOON LIGHTING ABOVE
   - LARGE FOCAL CANOPY TREE IN RAISED TILE PLANTER
3. POOL AREA
   - LARGE RESORT STYLE POOL
   - SEMI-SECLUDED SPA W/ DECORATIVE TILE BACKDROP SEAT WALL
   - CENTRAL PALM IN RAISED TILE PLANTER
4. SPANISH STYLE CABANAS
5. ENCLOSED DOG PARK
6. SHORT TERM BIKE STORAGE (2) 8 BIKE LOCATIONS (16 TOTAL)
7. LOW DECORATIVE ENTRY WALL
8. INTERNAL PEDESTRIAN PASEO
   - LUSHLY LANDSCAPE CENTRAL WALKWAY
9. DECORATIVE E.V.A GATE TO MATCH MAIN ENTRY THEME
10. CORNER PROJECT MONUMENT WALL

MONTE VISTA HOMES

780 W SAN BERNARDINO AVE

REDLANDS, CA

CONCEPTUAL LANDSCAPE PLAN

NORTH

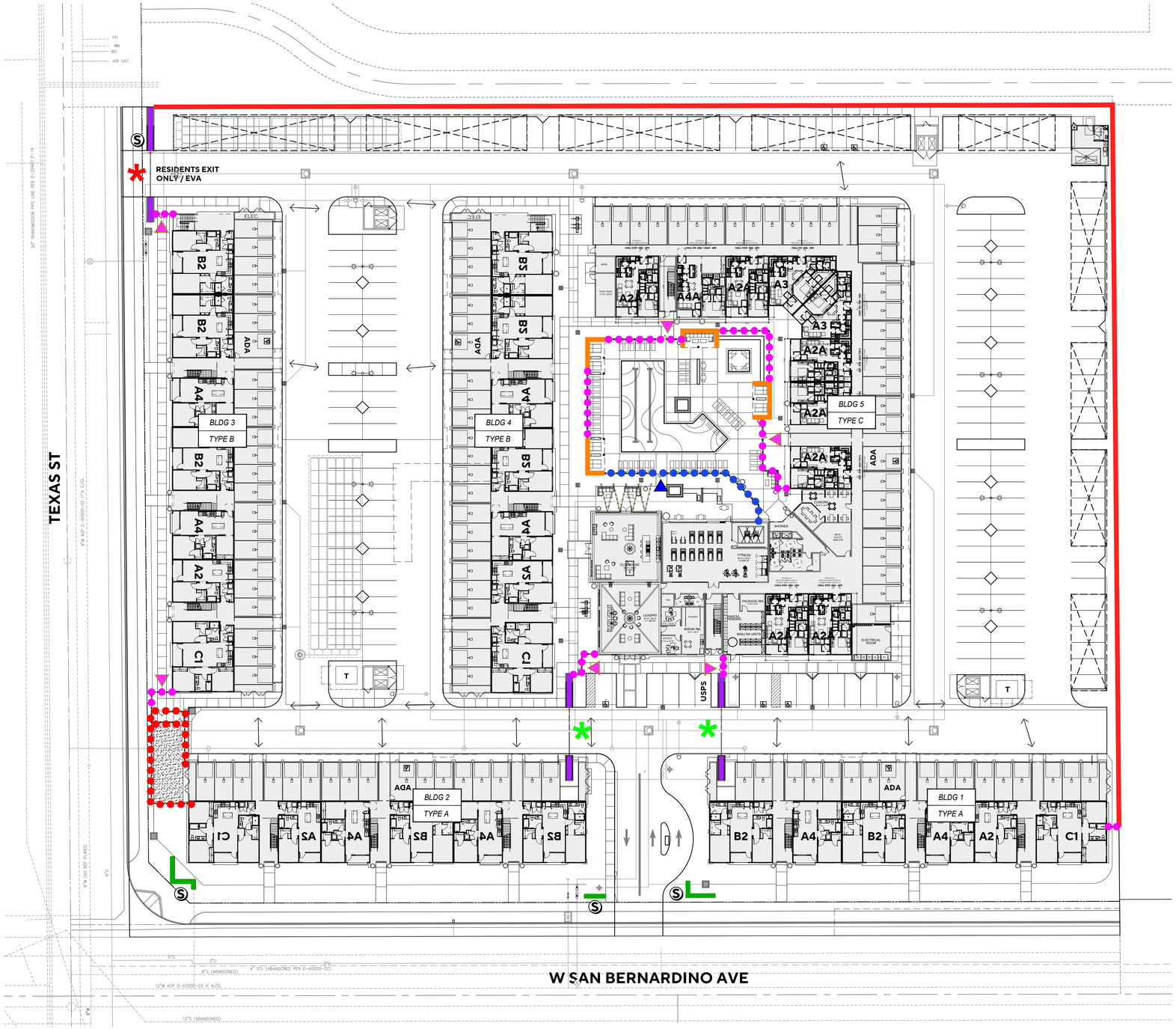
1"=30'

0 30' 60' 90' 120'

SITESCAPES
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3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Palhamus, License # 2782
(949) 644-9370 FAX (714) 210-3140

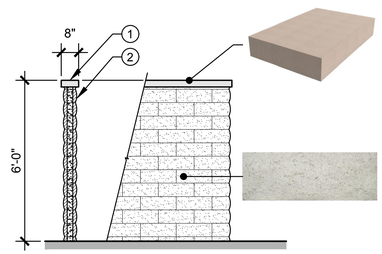
L1

JOB NO. 26-004
DATE 05-27-2026

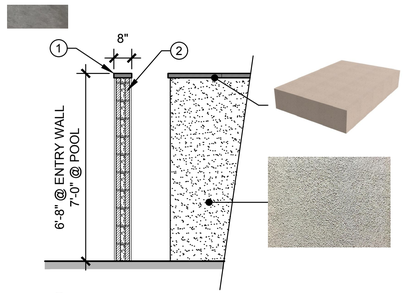


FENCE & WALL LEGEND

- 6' HT. SLUMP BLOCK PERIMETER WALL
- STUCCO ENTRY WALL
- MONUMENT SIGN WALL
- 7' HT. STUCCO WALL
- 6' HT. GLASS FENCE
- 6' HT. T.S. FENCE
- 6' HT. DOG PARK T.S. FENCE
- TUBULAR STEEL SLIDING VEHICULAR ENTRY GATE
- SLIDING E.V.A. VEHICULAR GATE
- TUBULAR STEEL PEDESTRIAN ENTRY GATE
- GLASS PEDESTRIAN ENTRY GATE
- Ⓢ ALL MONUMENT SIGNS ARE REQUIRED TO BE REVIEWED UNDER A SEPARATE COMMISSION SIGN REVIEW APPLICATION



1. 3" THICK PRECISION CAP
   #VP-SQ8ST BY VALORI
   COLOR: GRIS SANDBLAST
2. 6x6x16 SLUMP BLOCK BY ORCO BLCOK
   COLOR: WHITE

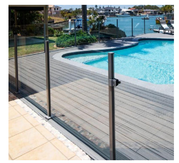


1. 2" THICK PRECISION CAP
   #VP-SQ8ST BY VALORI
   COLOR: GRIS SANDBLAST
2. 6" CMU BLOCK WALL WITH
   STUCCO FINISH COLOR: WHITE

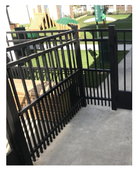
6' HT. SLUMP BLOCK PERIMETER WALL

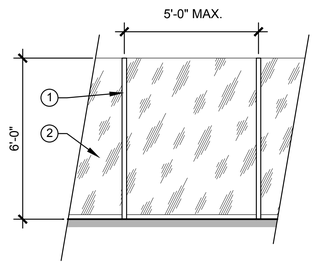
STUCCO WALL

* Minor exceptional permit required

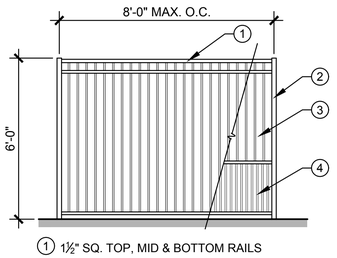








1. 2" SQUARE STAINLESS STEEL POST
2. "FRAMED" GLASS PANELS; 1/2"
   TEMPERED GLASS
   METAL COLOR: 'FLAT BLACK'



1. 1½" SQ. TOP, MID & BOTTOM RAILS
2. 2½" SQ. POST
3. ¾" SQ. PICKET 4" O.C.
4. DOUBLE PICKETS @ BOTTOM
   PROVIDED AT DOG PARK ENCLOSURE

* T.S. Fence
Color: Black

GLASS FENCE

T.S. FENCE/DOG PARK FENCE

MONTE VISTA HOMES

FENCE AND WALL PLAN

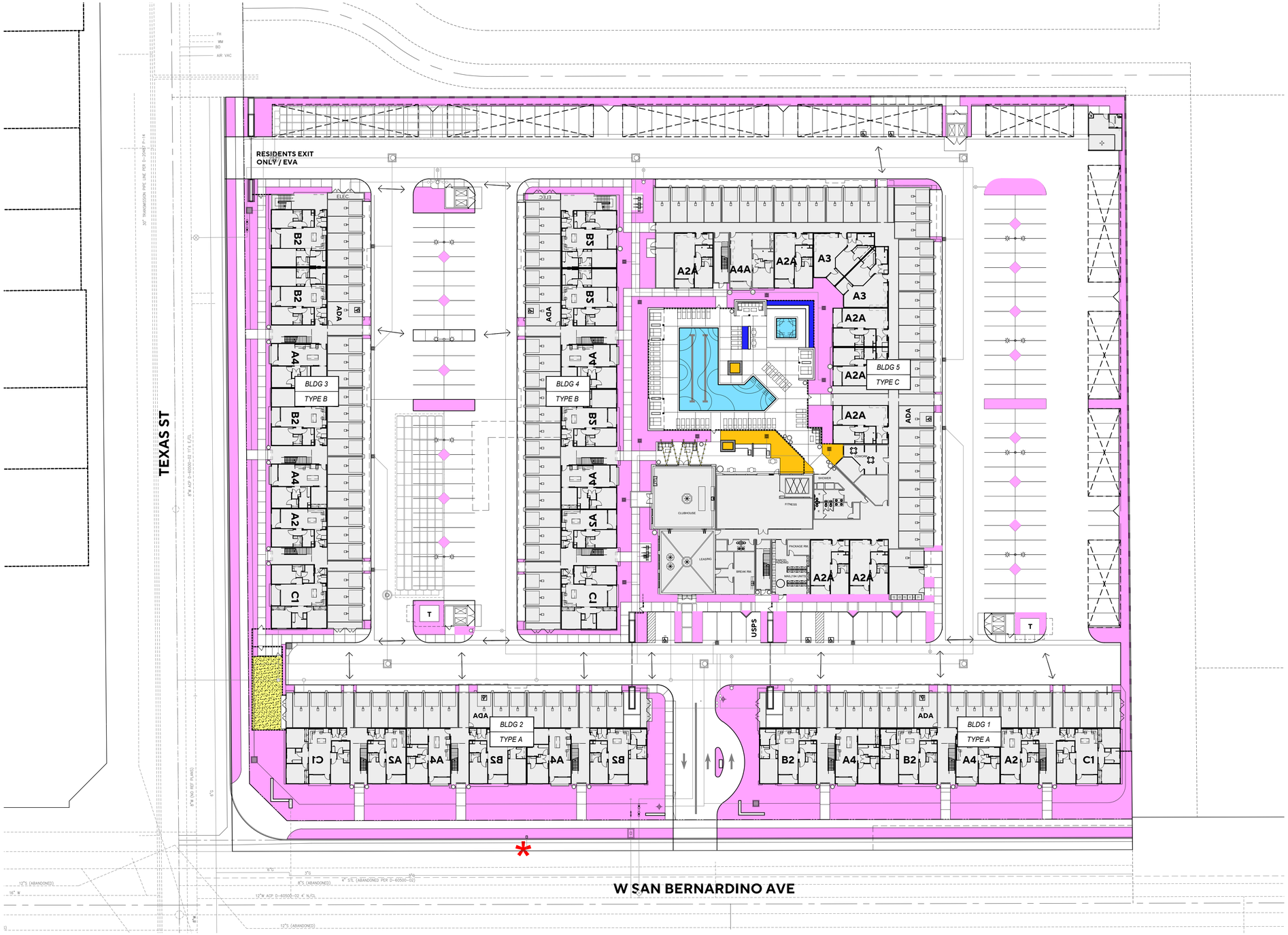
NORTH

1"=30'

0 30' 60' 90' 120'

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L2



HYDROZONE LEGEND

- HYDROZONE 1 – MODERATE WATER USE (RECYCLED WATER)
- HYDROZONE 2 – MODERATE WATER USE (POTABLE WATER)
- HYDROZONE 3 – LOW WATER USE (POTABLE WATER)
- HYDROZONE 5 – WATER FEATURE (POOL & SPA)
- HYDROZONE 6 – NON-IRRIGATED AREA (ARTIFICIAL TURF)
- * 1-1/2" RW WATER METER PER CIVIL ENG.

California Water Efficient Landscape Worksheet - P.O.C. 'A'							
Reference Evapotranspiration (ET_o)			51.2	Project Type	Residential		0.55
Hydrozone # / Planting Description[a]	Plant Factor (PF)	Irrigation Method[b]	Irrigation Efficiency (IE)[c]	ETAF (PF/IE)	Landscape Area (Sq. Ft.)	ETAF x Area	Estimated Total Water Use (ETWU)[d]
Regular Landscape Areas							
HZ2 - MOD - PW	0.5	Drip	0.81	0.62	791	488	15500
HZ3 - LOW - PW	0.2	Drip	0.81	0.25	219	54	1717
				Totals	1010	542	17216
Special Landscape Areas							
HZ1 - MOD - RW				1	38100	38100	1209446
				1		0	0
				1		0	0
				1		0	0
				1		0	0
				Totals	38100	38100	1209446
						ETWU Total	1226663
						Maximum Allowed Water Allowance (MAWA)[e]	1227080

MONTE VISTA HOMES

HYDROZONE PLAN

NORTH

1"=30'

0 30' 60' 90' 120'

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(949) 644-9370 FAX (714) 210-3140

TREES



Cupressus sempervirens | Koelreuteria paniculata | Olea europaea 'Swan Hill' | Podocarpus gracilior



Strelitzia nicholai | Tristania conferta | Arbutus x 'Marina' | Magnolia grandiflora 'Little Gem'



Phoenix canariensis | Phoenix dactylifera | Trachycarpus fortuneii

SHRUBS & GROUND COVER



Chondropetalum tectorum | Olea europaea 'Montra' | Agave 'Blue Flame'



Strelitzia reginae | Dianella tasmanica 'Silver Streak' | Morea bicolor



Salvia greggii | Lantana hybrids 'New Gold' | Stipa tenuissima

MONTE VISTA HOMES

780 W SAN BERNARDINO AVE

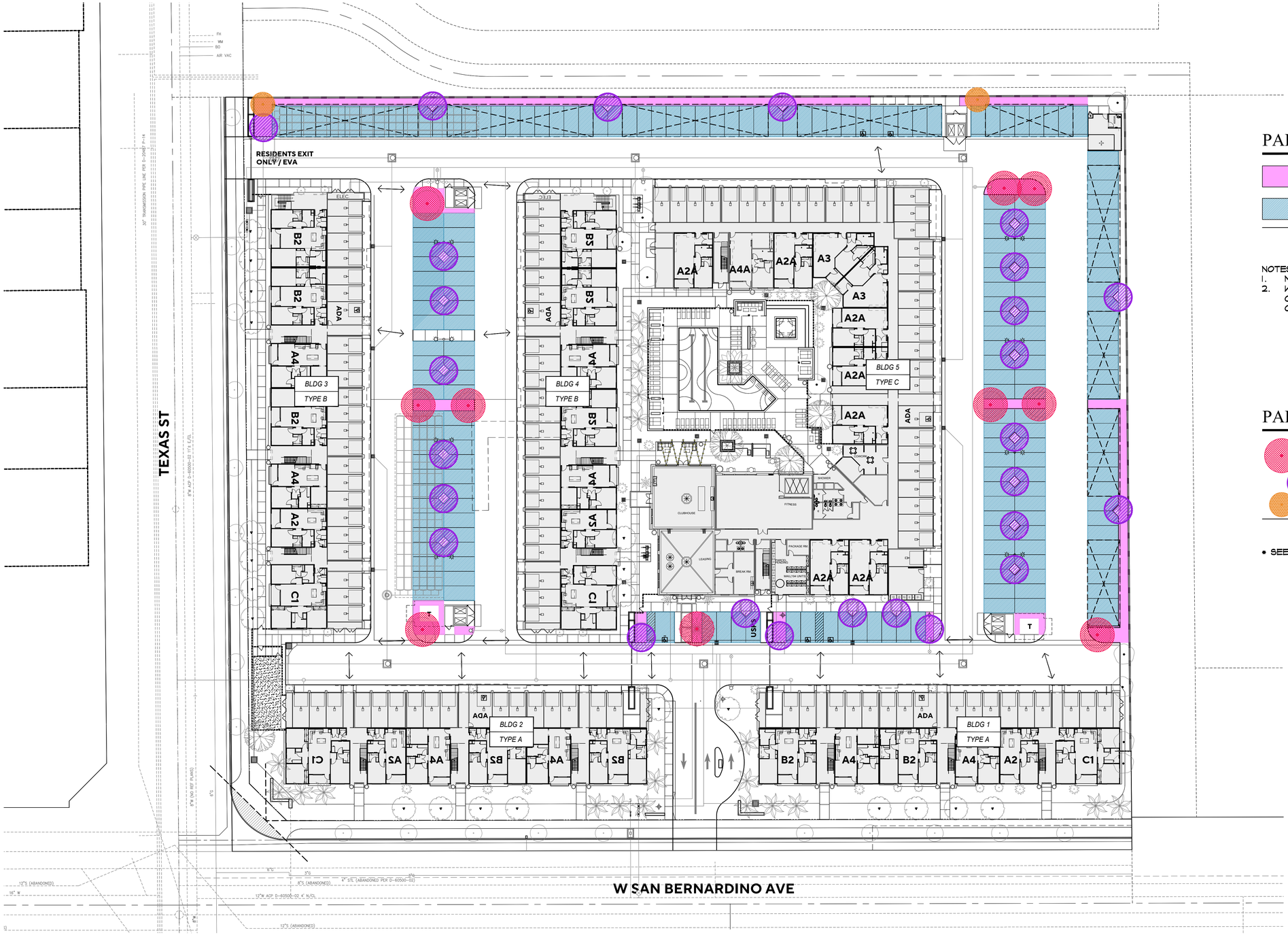
REDLANDS, CA

PLANTING COLLAGE

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L4

JOB NO. 26-004
DATE 05-27-2026



PARKING LOT LANDSCAPE CALCLUATION

	PARKING LOT PLANTING AREA:	6,615 SF
	PARKING LOT AREA:	35,260 SF

PARKING LOT PLANTING AREA REQUIRED: 7% SF
PARKING LOT PLANTING AREA PROVIDED: 20% SF

NOTES:
1. NO LANDSCAPE PLANTER LESS THAN 5 FEET SIDE MAY BE COUNTED.
2. WHERE AUTOMOBILE BUMPERS OVERHANG LANDSCAPED PLANTERS, 2' OF CLEAR AREA UNOBSTRUCTED BY TREES OR SHRUBS SHALL BE PROVIDED FOR OVERHANG.

PARKING LOT TREE SUMMARY

10 - 36" BOX/20' BTH	26%	(25% REQ.)
26 - 24" BOX	69%	(25% REQ.)
2 - 15G	5%	(50% REQ.)
TOTAL: 38	100%	EVERGREEN

- SEE SHEET L1 FOR PROPOSED SPECIES

MONTE VISTA HOMES

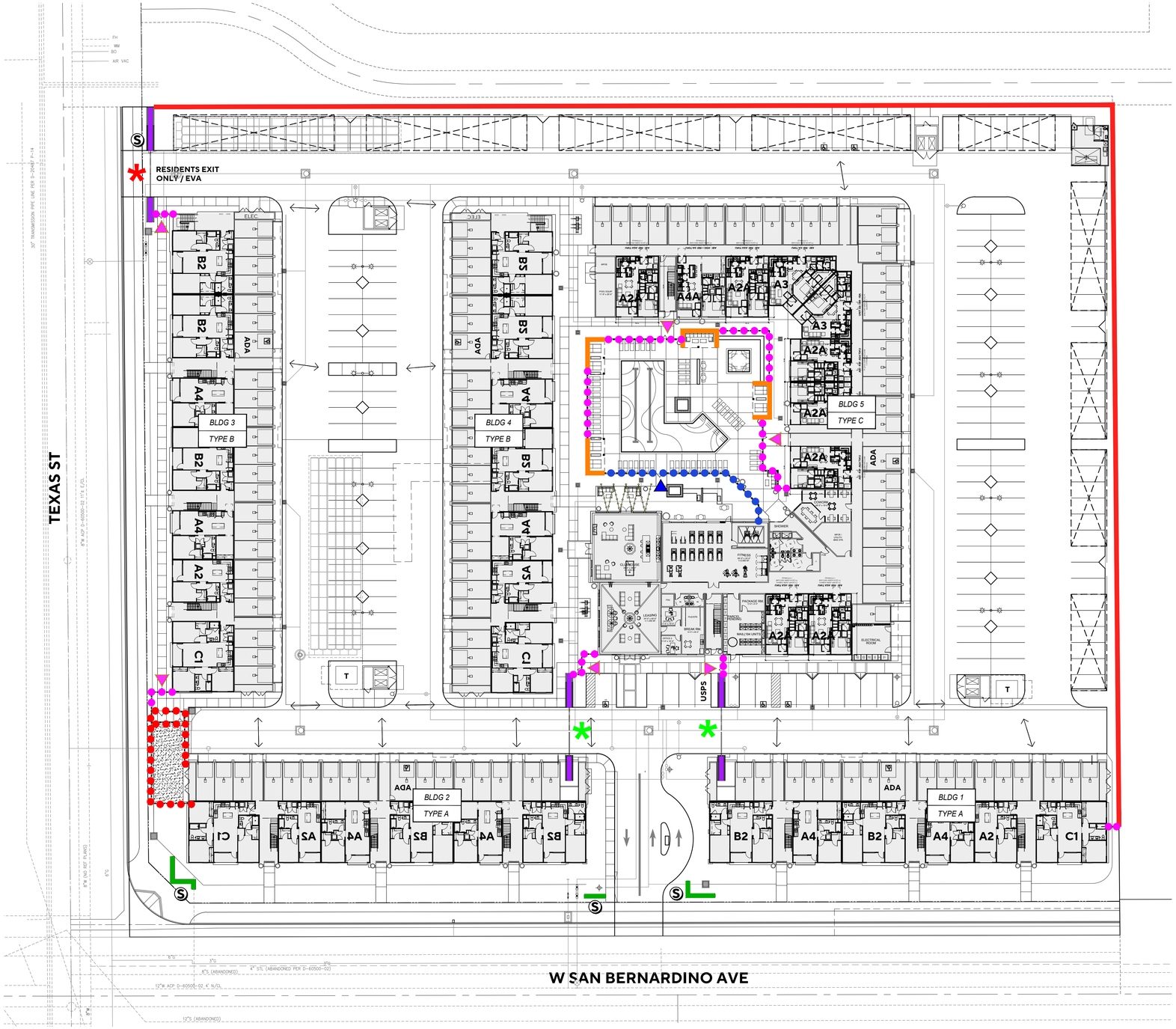
PARKING LOT LANDSCAPE CALCULATION

NORTH

1"=30'

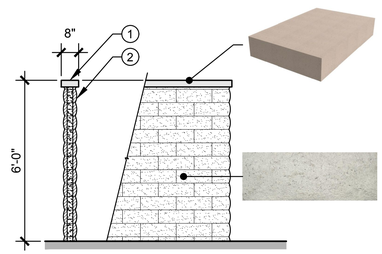
0 30' 60' 90' 120'

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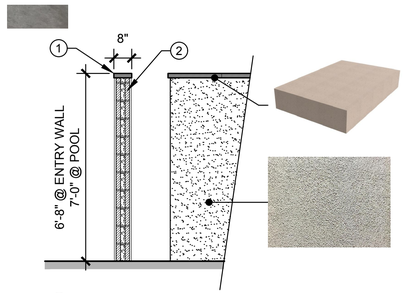


FENCE & WALL LEGEND

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   COLOR: GRIS SANDBLAST
2. 6x6x16 SLUMP BLOCK BY ORCO BLCOK
   COLOR: WHITE

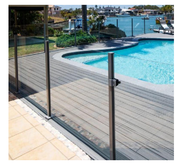


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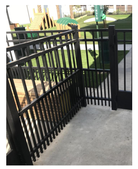
6' HT. SLUMP BLOCK PERIMETER WALL

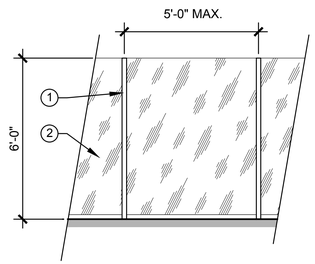
STUCCO WALL

* Minor exceptional permit required

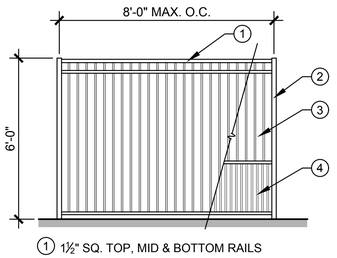








1. 2" SQUARE STAINLESS STEEL POST
2. "FRAMED" GLASS PANELS; 1/2"
   TEMPERED GLASS
   METAL COLOR: 'FLAT BLACK'



1. 1½" SQ. TOP, MID & BOTTOM RAILS
2. 2½" SQ. POST
3. ¾" SQ. PICKET 4" O.C.
4. DOUBLE PICKETS @ BOTTOM
   PROVIDED AT DOG PARK ENCLOSURE

* T.S. Fence
Color: Black

GLASS FENCE

T.S. FENCE/DOG PARK FENCE

MONTE VISTA HOMES

FENCE AND WALL PLAN

NORTH

1"=30'

0 30' 60' 90' 120'

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Polhamus, License # 2782
(949) 644-9370 FAX (714) 210-3140

L2



1. FRONT ELEVATION



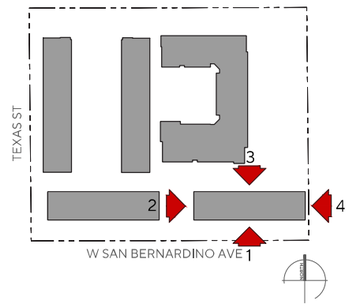
2. LEFT ELEVATION



3. REAR ELEVATION



4. RIGHT ELEVATION



780 W SAN BERNARDINO., REDLANDS CA.

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

BUILDING TYPE A
ELEVATIONS

1/8" = 1'
0 8' 16' 24' 32'

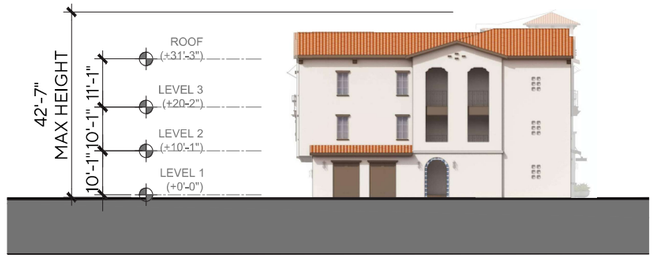
AO

A13

JOB NO. 2025-0809
DATE 05-22-2026



1. FRONT ELEVATION

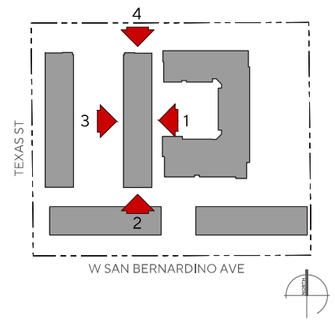


2. LEFT ELEVATION

3. REAR ELEVATION



4. RIGHT ELEVATION



780 W SAN BERNARDINO, REDLANDS CA.

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

BUILDING TYPE B
ELEVATIONS

1/8" = 1'

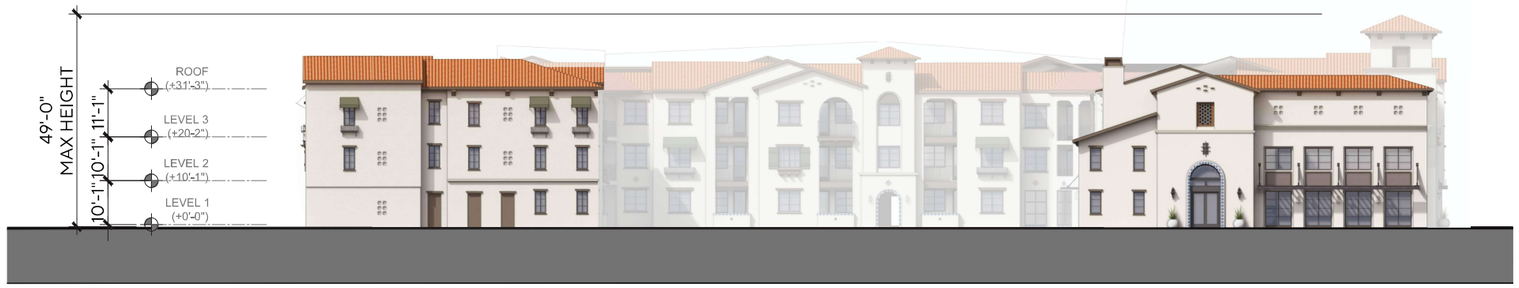
0 8' 16' 24' 32'

A15

JOB NO. 2025-0809
DATE 05-22-2026



1. FRONT ELEVATION



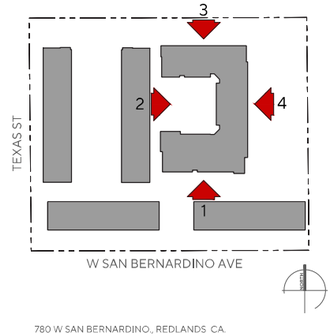
2. LEFT ELEVATION



3. REAR ELEVATION



4. RIGHT ELEVATION



780 W SAN BERNARDINO., REDLANDS CA.

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

BUILDING TYPE C
ELEVATIONS

1/8" = 1'
0 8' 16' 24' 32'

AO

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JOB NO. 2025-0809
DATE 05-22-2026



FACING WEST SAN BERNARDINO AVE.



1. STUCCO 20/30
SAND FINISH
TO MATCH PAINT SPECS



2. CONCRETE S-TILE ROOF
SANTA BARBARA BLEND
OR EQUAL



3. DECORATIVE TILE
ESCAMILLA AZUL
OR EQUAL



4. FAUX WOOD SHUTTERS
TO MATCH PAINT SPECS



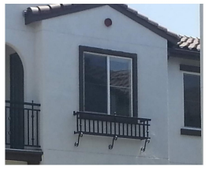
5. METAL AWNINGS
TO MATCH PAINT SPEC B
OR EQUAL



6. FIBER CEMENT V-GROOVE
PLANKS WITH TRIM
TO MATCH PAINT SPEC C



7. MATERIAL CANOPY
SIZE/STYLE MAY VARY
TO MATCH PAINT SPEC D



8. METAL JULIET BALCONY
RAILING
TO MATCH PAINT SPEC D



9. METAL RAILING
TO MATCH PAINT SPEC D



10. VINYL WINDOWS
DARK BRONZE/BLACK



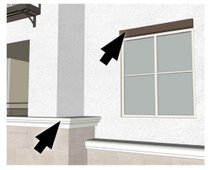
11. METAL STOREFRONT
SYSTEM
DARK BRONZE/BLACK



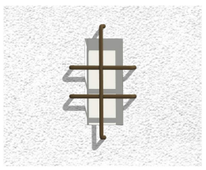
12. DECORATIVE GABLE VENTS
TO MATCH PAINT SPEC C



13. DECORATIVE GABLE VENTS
TO MATCH PAINT SPEC C



14. FOAM TRIMS
SHAPES & SIZES WILL VARY
TO MATCH PAINT SPECS



15. METAL DECORATIVE
GRILL WORK
TO MATCH PAINT SPEC D



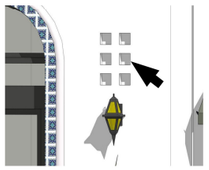
16. WOOD BALCONY
FRAMEWORK
TO MATCH PAINT SPEC C



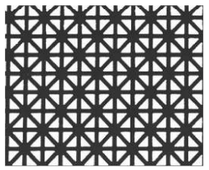
17. PVC/FOAM WINDOW
PALNTER BOX
TO MATCH PAINT SPEC C



18. DECORATIVE CORBELS
SIZE/STYLE MAY VARY
TO MATCH PAINT SPEC C



19. DECORATIVE STUCCO
RECESSES
TO MATCH PAINT SPEC A



20. DECORATIVE GRILL PANEL
SIZE/STYLE MAY VARY
TO MATCH PAINT SPEC D



21. VINYL WINDOWS
WHITE

A. SW 7551 GREEK VILLA

B. SW 6187 ROSEMARY

C. SW 7047 PORPOISE

D. SW 7069 IRON ORE

MONTE VISTA HOMES

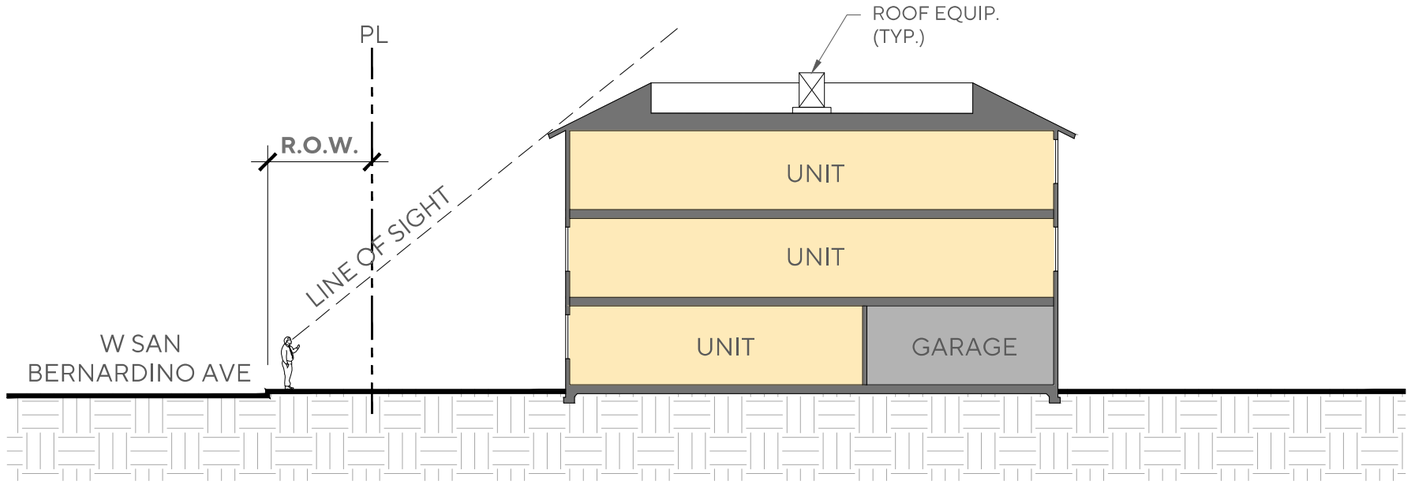
780 W SAN BERNARDINO

REDLAND, CA

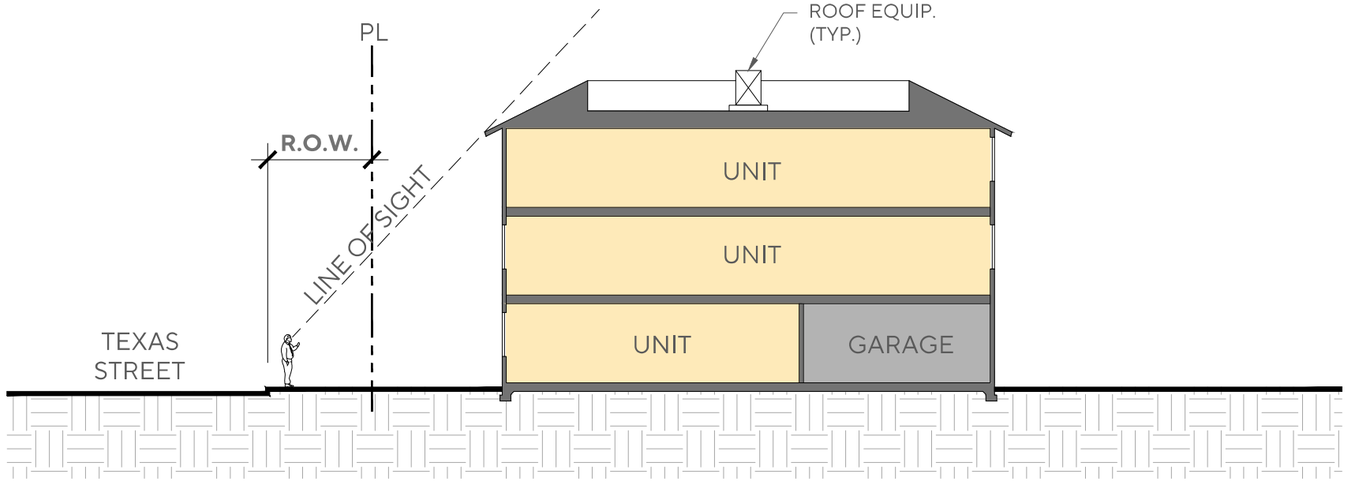
COLOR & MATERIAL BOARD

A19

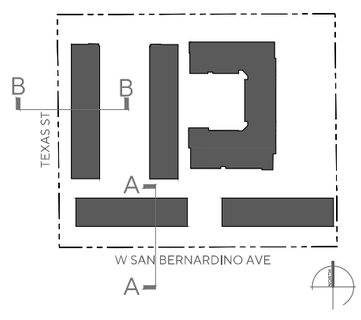
JOB NO. 2025-0809
DATE 05-22-2026



SECTION A



SECTION B



780 W SAN BERNARDINO., REDLANDS CA.

MONTE VISTA HOMES

780 W SAN BERNARDINO

REDLAND, CA

LINE OF SIGHT EXHIBIT

1/8" = 1'

0 8' 16' 24' 32'

AO

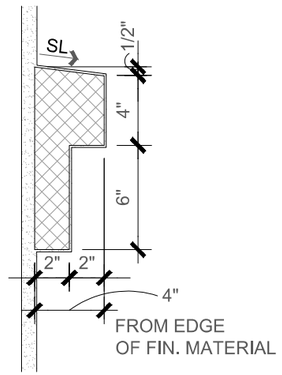
A20

JOB NO. 2025-0809
DATE 05-22-2026

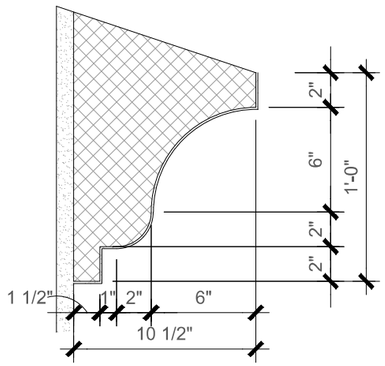
WINDOW NOTE

WINDOW TYPE: SLIDER

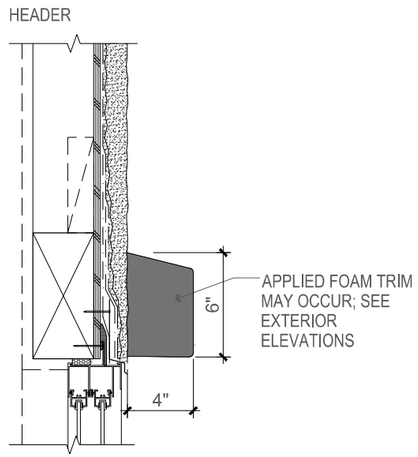
REFLECTIVITY: LOW-E INSULATED GLAZING WITH EXTERIOR REFLECTANCE NOT EXCEEDING 15%

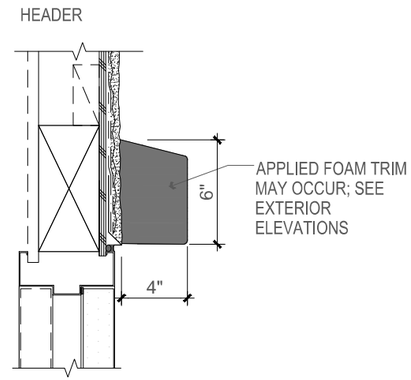


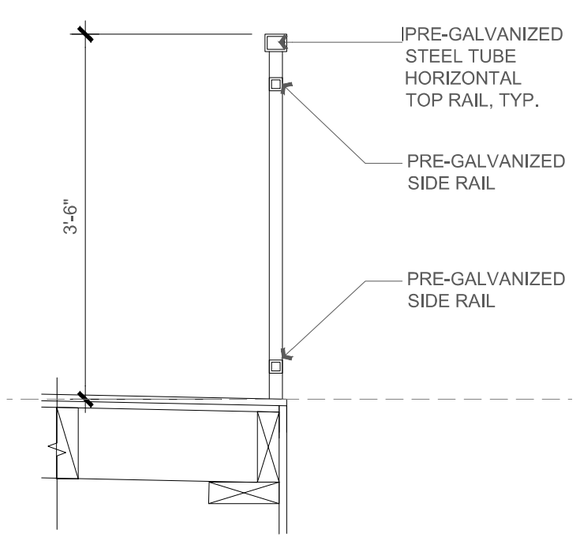
HORIZONTAL BAND DETAIL



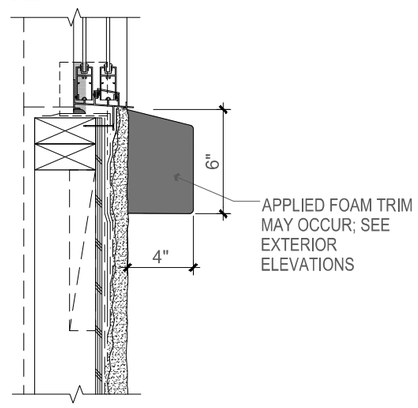
CORBEL DETAIL



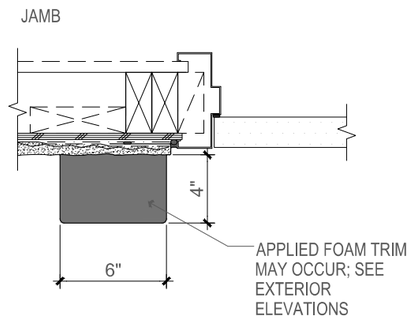




RAILING DETAIL



WINDOW TRIM DETAIL



DOOR TRIM DETAIL

MONTE VISTA HOMES

780 W SAN BERNARDINO

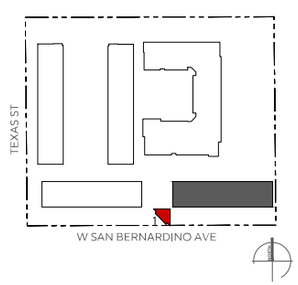
REDLAND, CA

ARCHITECTURAL DETAILS

A22

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS, CA

MONTE VISTA HOMES

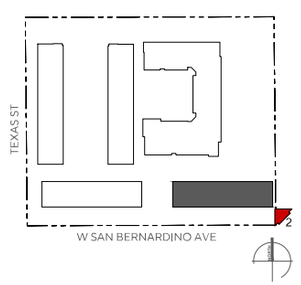
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 1 - SOUTH WEST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS, CA

MONTE VISTA HOMES

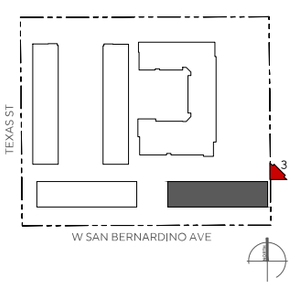
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 1 - SOUTH EAST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS, CA

MONTE VISTA HOMES

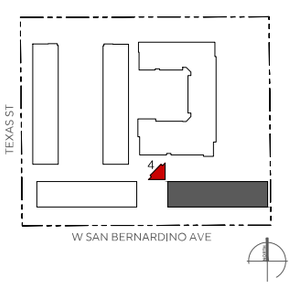
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 1 - NORTH EAST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

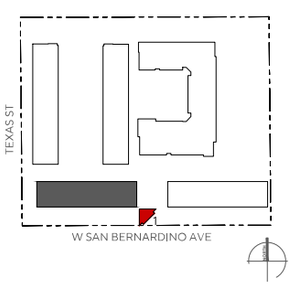
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 1 - NORTH WEST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

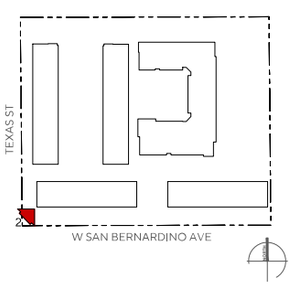
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 2 - SOUTH EAST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

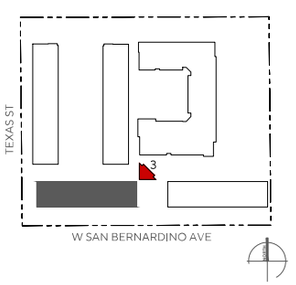
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 2 - SOUTH WEST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

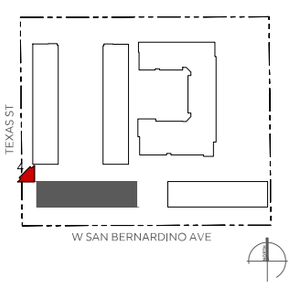
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 2 - NORTH EAST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

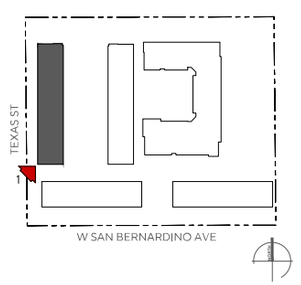
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 2 - NORTH WEST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

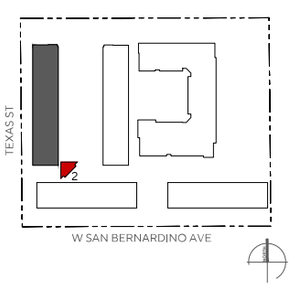
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 3 - SOUTH WEST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

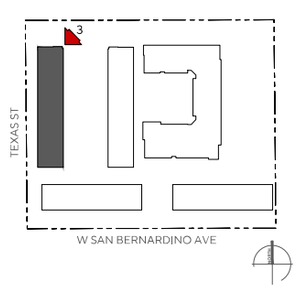
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 3 - SOUTH EAST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

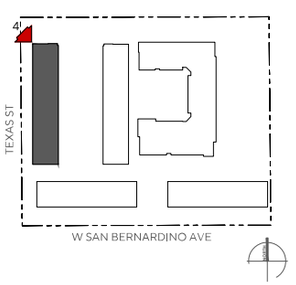
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 3 - NORTH EAST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

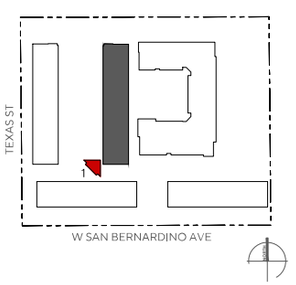
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 3 - NORTH WEST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

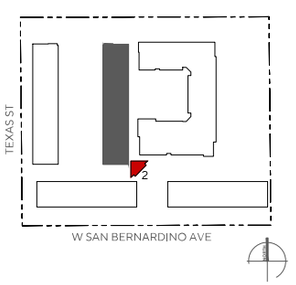
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 4 - SOUTH WEST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

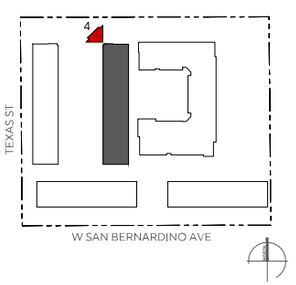
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 4 - SOUTH EAST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

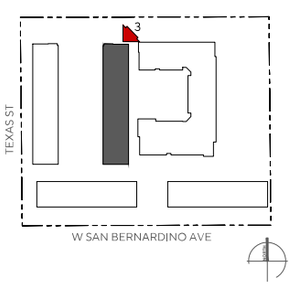
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 4 - NORTH WEST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

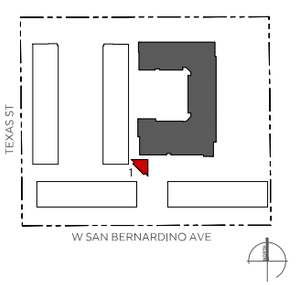
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 4 - NORTH EAST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS, CA

MONTE VISTA HOMES

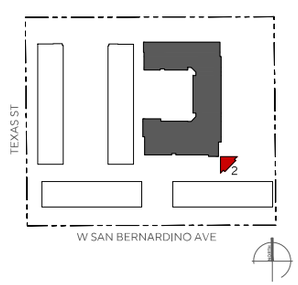
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 5 - SOUTH WEST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

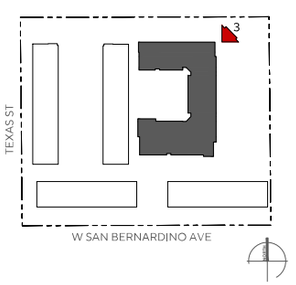
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 5 - SOUTH EAST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS CA

MONTE VISTA HOMES

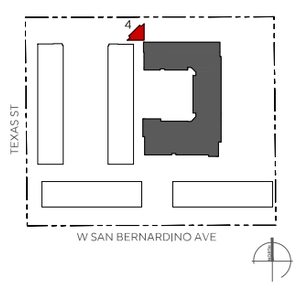
780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 5 - NORTH EAST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026





780 W SAN BERNARDINO, REDLANDS, CA

MONTE VISTA HOMES

780 W SAN BERNARDINO AVE

REDLANDS, CA

BUILDING 5 - NORTH WEST PERSPECTIVE

JOB NO. 2025-0809
DATE 05-22-2026

780 W San Bernardino Traffic Impact Analysis

City of Redlands, California

July 21, 2026

Prepared by:

TJW ENGINEERING, INC.
9841 Irvine Center Drive, Suite 200
Irvine, CA 92618
949.878.3509 | www.tjwengineering.com

July 21, 2026

TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

Mr. Brian King
MONTE VISTA HOMES
PO Box 9559
Rancho Cucamonga, CA

Subject: 780 W San Bernardino Traffic Impact Analysis, City of Redlands

Dear Mr. Brian King:

TJW ENGINEERING, INC. (TJW) is pleased to present you with this traffic study for the proposed project located on 780 W San Bernardino Avenue in the City of Redlands, California.

This traffic study has been prepared to meet the traffic study requirements for the City of Redlands and assesses the forecast traffic operations associated with the proposed project and its impact on the local street network. This report is being submitted to you for review and forwarding to the City of Redlands.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President
Registered Civil Engineer *#69467*
Registered Traffic Engineer *#2565*





David Chew, PTP
Transportation Planner

Tiffany Chang, EIT
Assistant Transportation Planner

780 W San Bernardino
Traffic Impact Analysis

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1.0 EXECUTIVE SUMMARY

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the proposed residential development project located at 780 W San Bernardino Avenue in the City of Redlands, California. The purpose of this TIA is to evaluate potential circulation system deficiencies that may result from development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the City of Redlands via a scoping agreement (see **Appendix B**) and is pursuant to the *Caltrans Guide for the Preparation of Traffic Impact Studies, Redlands General Plan 2035* (City General Plan), and the City of Redlands growth management initiative, *Measure U (1997).*

The proposed project consists of constructing 194 single family attached dwelling units which includes 17 affordable units. Site access is planned via one (1) driveway on W San Bernardino Ave and one (1) driveway on Texas Street. The proposed driveway on W San Bernardino Ave will provide a right turn only in the outbound direction and full access in the inbound direction. This entrance will be gated with a keypad on the bulb-out. The proposed driveway on Texas Street will be an exit-only driveway and have a gated access. The existing site has a General Plan land use of Commercial (C) and the current zoning is General Commercial (C3). No changes to land use and zoning are being proposed.

The proposed project will generate 1,245 daily trips, which include 89 AM peak hour trips and 98 PM peak hour trips.

Five (5) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis:

1. W San Bernardino Ave / Texas Street
2. W San Bernardino Ave / SR-210 NB Ramps
3. W San Bernardino Ave / SR-210 SB Ramps
4. W San Bernardino Ave / Project Driveway 1
5. Texas Street / Project Driveway 2

The study intersections have been analyzed for the following study scenarios:

- Existing Traffic Conditions
- Existing Plus Project Traffic Conditions
- Access Analysis including project driveway ingress / egress vehicle stacking queue and vehicle turning movements.

1.1 SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS RESULTS

Table ES-1 summarizes the results of the intersection LOS analysis based on the City of Redlands thresholds of significance for analyzing transportation deficiencies.

Table ES-1

Summary of Transportation Deficiencies at Study Intersections

Intersection			Study Scenario	
			Existing	Existing Year + Project
1	W San Bernardino Ave	Texas Street	No Deficiencies	No Deficiencies
2	W San Bernardino Ave	SR-210 NB Ramps	No Deficiencies	No Deficiencies
3	W San Bernardino Ave	SR-210 SB Ramps	No Deficiencies	No Deficiencies
4	W San Bernardino Ave	Project Driveway 1	~	No Deficiencies
5	Texas Street	Project Driveway 2	~	No Deficiencies

The study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for *Existing Year Plus Project* conditions and therefore, no recommendations or fair share calculations are needed.

1.2 ACCESS ANALYSIS AND QUEUE ANALYSIS

A turning movement delay analysis was conducted for each direction at the two driveways using *Existing Plus Project* traffic volumes

Table ES-2

Summary of Project Driveway Turning Movement Delay

Approach Direction	Turning Movement	Peak Hour	Existing Year	
			Delay (s/veh)	LOS
San Bernardino Avenue / Project Driveway 1				
Southbound	Right Turn	AM	15.17	C
		PM	10.93	B
Eastbound	Left Turn	AM	9.34	A
		PM	8.23	A
Westbound	Right Turn	AM	0.00	A
		PM	0.00	A
Texas Street / Project Driveway 2				
Westbound	Left Turn	AM	12.91	B
		PM	10.91	B

A queuing analysis was conducted for the Project Driveway #1 located on W San Bernardino Avenue.

Table ES-3

Summary of Project Driveway 95th Percentile Queue

Intersection			Leg[1]	Movement	95th Percentile Queue (ft)	
					AM Peak	PM Peak
4	W San Bernardino Ave	Project Driveway 1	WB	RT	<20	<20
			EB	LT	<20	<20
			SB	RT	<20	<20
			SB	LT	<20	<20
5	Texas Street	Project Driveway 2	WB	LT	<20	<20

2.0 INTRODUCTION

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the proposed residential development project located at 780 W San Bernardino Avenue in the City of Redlands, California. The purpose of this TIA is to evaluate potential circulation system deficiencies that may result from development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the City of Redlands via a scoping agreement (see **Appendix B**) and is pursuant to the *Caltrans Guide for the Preparation of Traffic Impact Studies, Redlands General Plan 2035* (City General Plan), and the City of Redlands growth management initiative, *Measure U (1997).*

2.1 PROJECT DESCRIPTION

The proposed project consists of constructing 194 single family attached dwelling units which includes 17 affordable units. Site access is planned via one (1) driveway on W San Bernardino Ave and one (1) driveway on Texas Street. The proposed driveway on W San Bernardino Ave will provide a right turn only in the outbound direction and full access in the inbound direction. This entrance will be gated with a keypad on the bulb-out. The proposed driveway on Texas Street will be an exit-only driveway and have a gated access. The existing site has a general plan land use of Commercial (C) and the current zoning is General Commercial (C3). No changes to land use and zoning are being proposed.

Exhibit 1 shows a map with the proposed project location. **Exhibit 2** shows the proposed project site plan.

2.2 STUDY AREA

Five (5) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis:

1. W San Bernardino Ave / Texas Street (City of Redlands)
2. W San Bernardino Ave / SR-210 NB Ramps (Caltrans)
3. W San Bernardino Ave / SR-210 SB Ramps (Caltrans)
4. W San Bernardino Ave / Project Driveway 1 (City of Redlands)
5. Texas Street / Project Driveway 2 (City of Redlands)

Exhibit 3 displays a map with the locations of each intersection.

The study intersections have been analyzed for the following study scenarios:

- Existing Traffic Conditions

- Existing Plus Project Traffic Conditions
- Access Analysis including project driveway ingress / egress vehicle stacking queue and vehicle turning movements

Traffic operations at the intersections are evaluated for the following time periods:

- Weekday AM Peak Hour occurring within 7:00 AM to 9:00 AM
- Weekday PM Peak Hour occurring within 4:00 PM to 6:00 PM.

2.3 INTERSECTION ANALYSIS METHODOLOGY

Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The definitions for LOS for interruption of traffic flow differ depending on the type of traffic control (traffic signal, unsignalized intersection with side street stops, unsignalized intersection with all-way stops). The *Highway Capacity Manual 7th Edition* (HCM) (Transportation Research Board, 2022) methodology expresses the LOS of an intersection in terms of delay time for the intersection approaches. The HCM methodology utilizes different procedures for different types of intersection controls.

City Guidelines require signalized intersection operations to be analyzed utilizing the HCM methodology. Intersection LOS for signalized intersections is based on the intersections average control delay for all movements at the intersection during the peak hour. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The procedure for stop-control analysis determines the average total delay, expressed in seconds of delay per vehicle, for left turns from the major street and from the stop-controlled minor street traffic stream. Delay values are calculated based on the relationship between traffic on the major street and the availability of acceptable "gaps" in this stream through which conflicting traffic movements can be made.

Table 1 describes the general characteristics of traffic flow and accompanying delay ranges at signalized intersections.

Table 1:
HCM – LOS & Delay Ranges – Signalized Intersections

Level of Service	Description	Delay (in seconds)
A	Very favorable progression; most vehicles arrive during green signal and do not stop. Short cycle lengths.	0 – 10.00
B	Good progression, short cycle lengths. More vehicles stop than for LOS A.	10.01 – 20.00
C	Fair progression; longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.	20.01 – 35.00

Level of Service	Description	Delay (in seconds)
D	Progression less favorable, longer cycle length and high flow/capacity ratio. The proportion of vehicles that pass through without stopping diminishes. Individual cycle failures are obvious.	35.01 – 55.00
E	Severe congestion with some long-standing queues on critical approaches. Poor progression, long cycle lengths and high flow/capacity ratio. Individual cycle failures are frequent.	55.01 – 80.00
F	Very poor progression, long cycle lengths and many individual cycle failures. Arrival flow rates exceed capacity of intersection.	> 80.01

Source: *Highway Capacity Manual, 7th Edition* (Transportation Research Board, 2022).

Collected peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. It is a common practice in LOS analysis to conservatively use a peak 15-minute flow rate applied to the entire hour to derive flow rates in vehicles per hour that are used in the LOS analysis. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume. PHF = [Hourly Volume]/ [4 * Peak 15-Minute Volume]. The use of a 15-minute PHF produces a more detailed and conservative analysis compared to analyzing vehicles per hour. Existing PHFs, obtained from the existing traffic counts have been used for all analysis scenarios in this study.

City Guidelines also require unsignalized intersection operations to be analyzed utilizing the HCM methodology. Intersection operation for unsignalized intersections is based on the weighted average control delay expressed in seconds per vehicle.

At a two-way or side-street stop-controlled intersection, LOS is calculated for each stop-controlled minor street movement, for the left-turn movement(s) from the major street, and for the intersection as a whole. For approaches consisting of a single lane, the delay is calculated as the average of all movements in that lane. For all-way stop-controlled intersection, LOS is computed for the intersection as a whole.

Table 2 describes the general characteristics of traffic flow and accompanying delay ranges at unsignalized intersections. The delay ranges also apply to roundabouts.

Table 2:
HCM – LOS & Delay Ranges – Unsignalized Intersections

Level of Service	Description	Delay (in seconds)
A	Very favorable progression; most vehicles arrive during green signal and do not stop. Short cycle lengths.	0 – 10.00
B	Good progression, short cycle lengths. More vehicles stop than for LOS A.	10.01 – 15.00
C	Fair progression; longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.	15.01 – 25.00

Level of Service	Description	Delay (in seconds)
D	Progression less favorable, longer cycle length and high flow/capacity ratio. The proportion of vehicles that pass through without stopping diminishes. Individual cycle failures are obvious.	25.01 – 35.00
E	Severe congestion with some long-standing queues on critical approaches. Poor progression, long cycle lengths and high flow/capacity ratio. Individual cycle failures are frequent.	35.01 – 50.00
F	Very poor progression, long cycle lengths and many individual cycle failures. Arrival flow rates exceed capacity of intersection.	> 50.01

Source: *Highway Capacity Manual, 7th Edition* (Transportation Research Board, 2022).

This analysis utilizes *PTV Vistro Version 2025* analysis software for all signalized and unsignalized intersections. Vistro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis specified in Chapter 16 of the HCM. The level of service and capacity analysis performed within Vistro takes the optimization and coordination of signalized intersections within a network into consideration.

2.4 PERFORMANCE CRITERIA

City of Redlands

The City General Plan and the Measure U Policies indicate that intersections presently at LOS "C" or better must maintain their existing LOS. The General Plan also states that intersections operating below LOS "C" require more analysis for project approval.

Caltrans

Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State Highway facilities, although Caltrans acknowledges that this may not always be feasible. If an existing State Highway facility is operating at less than this target LOS, the existing LOS should be maintained. In general, the region-wide goal for acceptable LOS on all freeways, roadway segments and intersections is LOS "D."

Impacts to State Highway intersections will be considered significant if:

- The Project causes the LOS of a State Highway intersection to degrade from LOS D or better to LOS E or F; or
- At State Highway intersections operating at LOS E or F for pre-project conditions, Caltrans threshold of significance is to maintain the pre-project measure of effectiveness for the intersection.



Legend:

Project Site

Exhibit 1: Project Location

780 W San Bernardino AvenueTraffic Impact Analysis

MVH-26-003

Not to Scale

TJW Engineering, Inc.

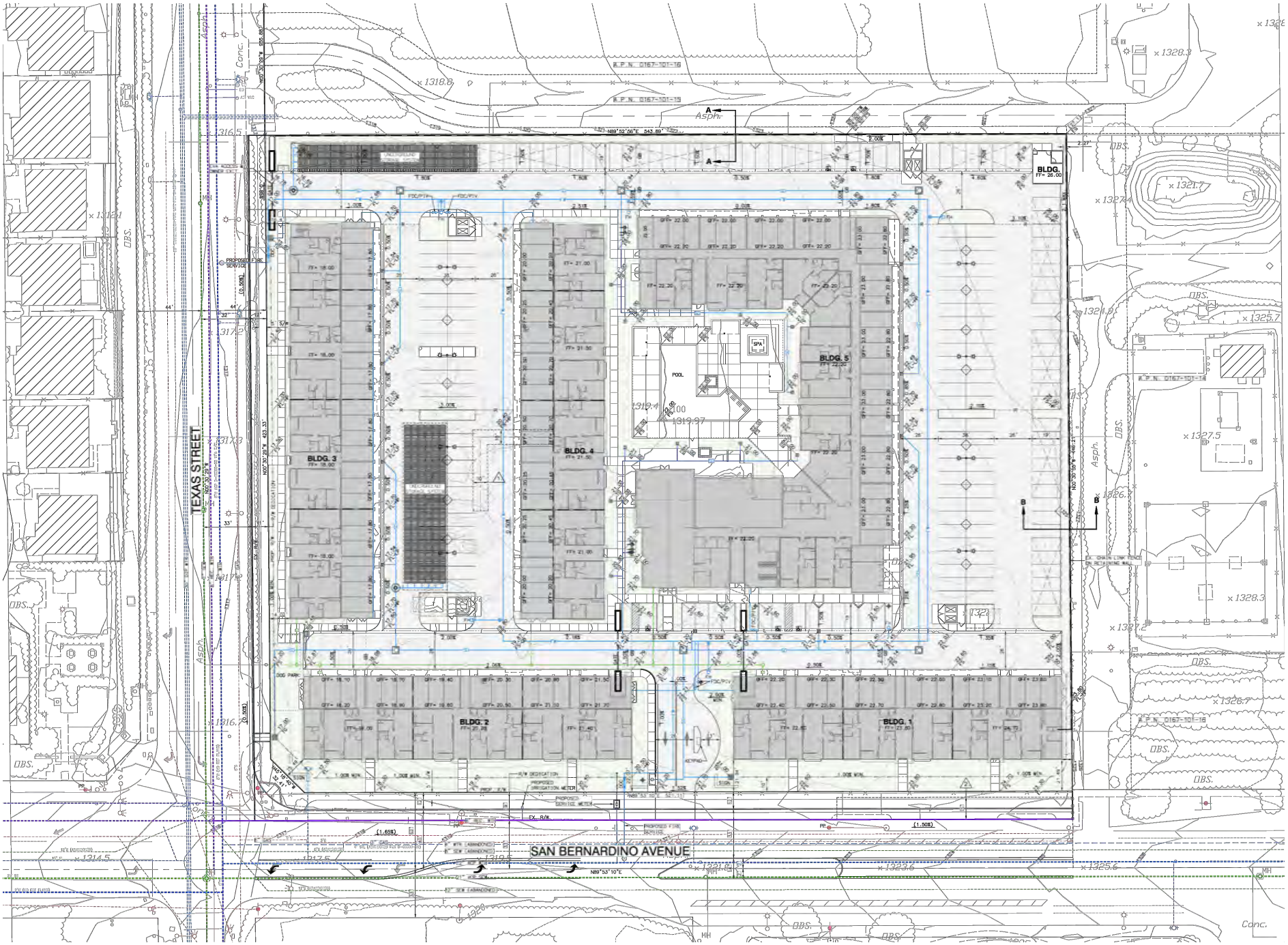


Exhibit 2: Project Site Plan

780 W San Bernardino AvenueTraffic Impact Analysis

TJW Engineering, Inc.

MVH-26-003

Not to Scale



Legend:

Project Site

(#) Study Intersection Location

Exhibit 3: Project Study Area

780 W San Bernardino AvenueTraffic Impact Analysis

MVH-26-003

Not to Scale

TJW Engineering, Inc.

3.0 EXISTING TRAFFIC CONDITIONS

3.1 EXISTING CIRCULATION NETWORK/STUDY AREA CONDITIONS

The characteristics of the roadways in the vicinity of the proposed project site are described in **Table 3**. The City General Plan roadway classification descriptions are contained in **Appendix B**.

Table 3:
Roadway Characteristics Within the Study Area

Roadway	Classification[1]	Jurisdiction	Direction	Existing Travel Lanes	Median Type[2]	Speed Limit (mph)	On-Street Parking
W San Bernardino Ave	Major Arterial	City of Redlands	East-West	2-6	PM	40-50	No
Texas Street	Minor Arterial	City of Redlands	North-South	2-3	PM	35	No
Tennessee Street	Minor Arterial	City of Redlands	North-South	2	PM	40	No
Citrus Plaza Drive	Minor Arterial	City of Redlands	North-South	4	PM	40	No
SR-210 NB On-Ramp	Collector	Caltrans	North-South	1	PM	30	No
SR-210 NB Off-Ramps	Collector	Caltrans	North-South	1	PM	25	No
SR-210 SB On-Ramps	Collector	Caltrans	North-South	1-2	RM	55	No
SR-210 SB Off-Ramps	Collector	Caltrans	North-South	1-2	RM	45	No

1: Source: City of Redlands 2035 General Plan.
2: NM = No Median; PM = Painted Median; RM = Raised Median.

Exhibit 4 shows the *Existing* study area lane geometry and intersection controls.

3.2 EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There are currently no existing bike lanes in the study area. Class III bikeways (bike routes) are proposed for Texas Street and W San Bernardino Avenue. The *City of Redlands General Plan* (December 2017) Figure 5-3 Bicycle Facilities is included in **Appendix B**.

Paved sidewalk exists along Texas Street and W San Bernardino Ave.

3.3 EXISTING PUBLIC TRANSIT SERVICES

The City of Redlands is served by Omnitrans which provides bus service throughout the San Bernardino Valley. Omnitrans Route 15 have multiple stops within a one-half-mile radius from the proposed project. Two existing bus stops are at the frontage of the project. **Appendix B** contains a map and schedule of Omnitrans Route 15.

3.4 EXISTING TRAFFIC VOLUMES

To determine the existing operation of the study intersections, AM and PM peak period traffic volumes were based on new traffic counts collected Thursday, May 28, 2026. Detailed traffic count data is provided in **Appendix C**.

Exhibit 5 shows the *Existing* Conditions AM and PM Peak Hour Volumes

3.5 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

Existing conditions AM and PM peak hour intersection analysis is shown in **Table 4**. Calculations are based on the existing geometrics at the study area intersections as shown in Exhibit 4. HCM analysis sheets are provided in **Appendix D**.

Table 4:
Intersection Analysis – Existing Conditions

Intersection			Control Type	Peak Hour	Existing Conditions	
					Delay[1]	LOS
1	W San Bernardino Ave	Texas Street	Signalized	AM	20.32	C
				PM	21.64	C
2	W San Bernardino Ave	SR-210 NB Ramps	Signalized	AM	27.79	C
				PM	37.57	D
3	W San Bernardino Ave	SR-210 SB Ramps	Signalized	AM	36.35	D
				PM	34.10	C

1: Delay is shown in seconds per vehicle. Per the Highway Capacity Manual 7th Edition, overall average delay and LOS are shown for signalized intersections.

As shown in **Table 4,** the study intersections are currently operating at an acceptable LOS during the AM and PM peak hours for *Existing* traffic conditions.



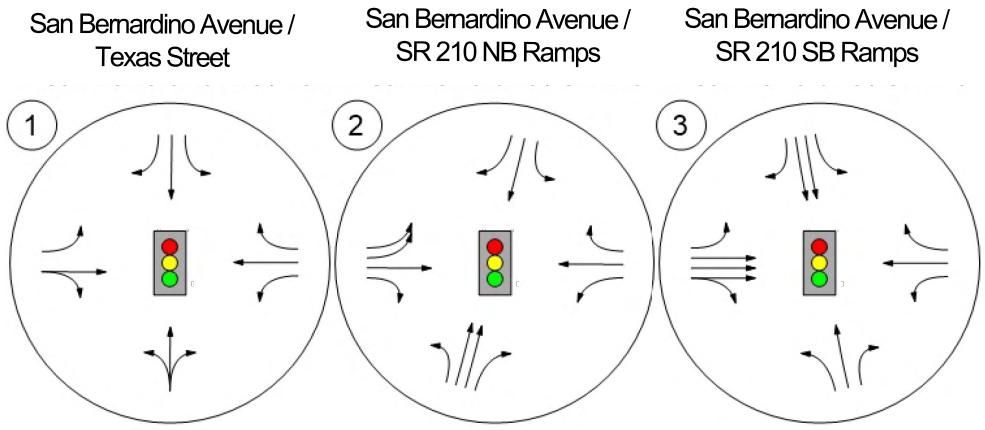
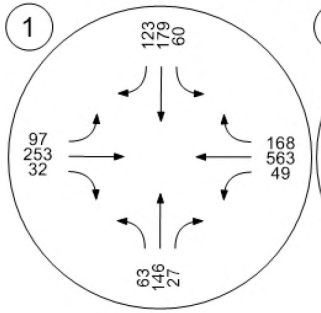


Exhibit 4: Existing Conditions Lane Geometry and Intersection Controls

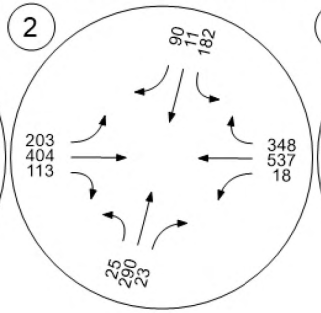


AM Peak Hour Volumes

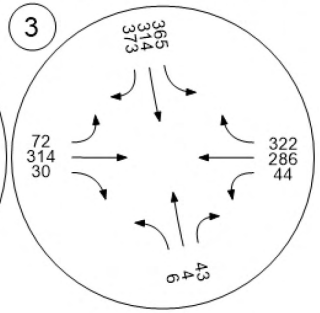
San Bernardino Avenue / Texas Street



San Bernardino Avenue / SR 210 NB Ramps

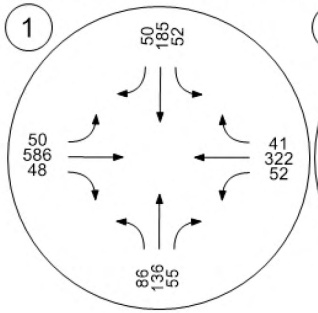


San Bernardino Avenue / SR 210 SB Ramps

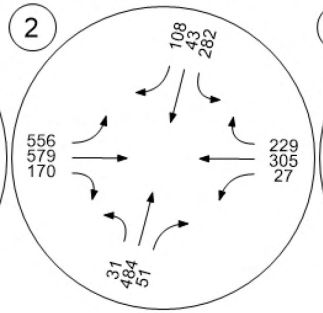


PM Peak Hour Volumes

San Bernardino Avenue / Texas Street



San Bernardino Avenue / SR 210 NB Ramps



San Bernardino Avenue / SR 210 SB Ramps

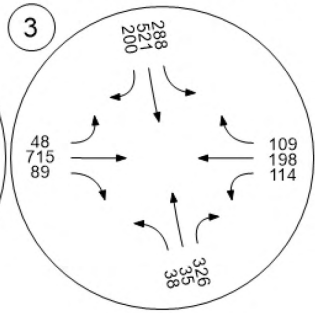


Exhibit 5: Existing Conditions AM and PM Peak Hour Volumes

4.0 PROPOSED PROJECT

4.1 PROJECT DESCRIPTION

The proposed project consists of constructing 194 single family attached dwelling units which includes 17 affordable units. Site access is planned via one (1) driveway on W San Bernardino Ave and one (1) driveway on Texas Street. The proposed driveway on W San Bernardino Ave will provide a right turn only in the outbound direction and full access in the inbound direction. The proposed driveway on Texas Street will be an exit-only driveway. Currently the site land use and zoning are Commercial (C) and General Commercial (C-3). No changes to land use and zoning are being proposed.

4.2 PROJECT TRIP GENERATION

Trip generation is the amount of traffic, both inbound and outbound, produced by a development. Trip generation of a development is based on projecting the amount of traffic the proposed land uses will produce. Industry standard *Institute of Transportation Engineers Trip Generation Manual (12th Edition, 2025)* trip generation and pass-by rates were used to determine trip generation of the proposed project land uses.

Table 5 summarizes the projected AM peak hour, PM peak hour and daily trip generation of the proposed project. The proposed project is projected to generate 1,245 daily trips which includes 89 AM peak hour trips and 98 PM peak hour trips.

Table 5:
Proposed Project Trip Generation

Proposed Land Use[1]	ITE Code	Qty	Unit[2]	Daily		AM Peak Hour					PM Peak Hour				
				Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
								In	Out	Total			In	Out	Total
Single-Family Attached Housing	215	177	DU	6.57	1,163	0.47	25:75	21	62	83	0.51	57:43	51	39	90
Affordable Housing	223	17	DU	4.81	82	0.36	29:71	2	4	6	0.46	59:41	5	3	8
Net Total					**1,245**			**23**	**66**	**89**			**56**	**42**	**98**

1: Trip generation and pass-by rates are from the ITE Trip Generation Manual (12th Edition, 2025).
2: DU = Dwelling Unit

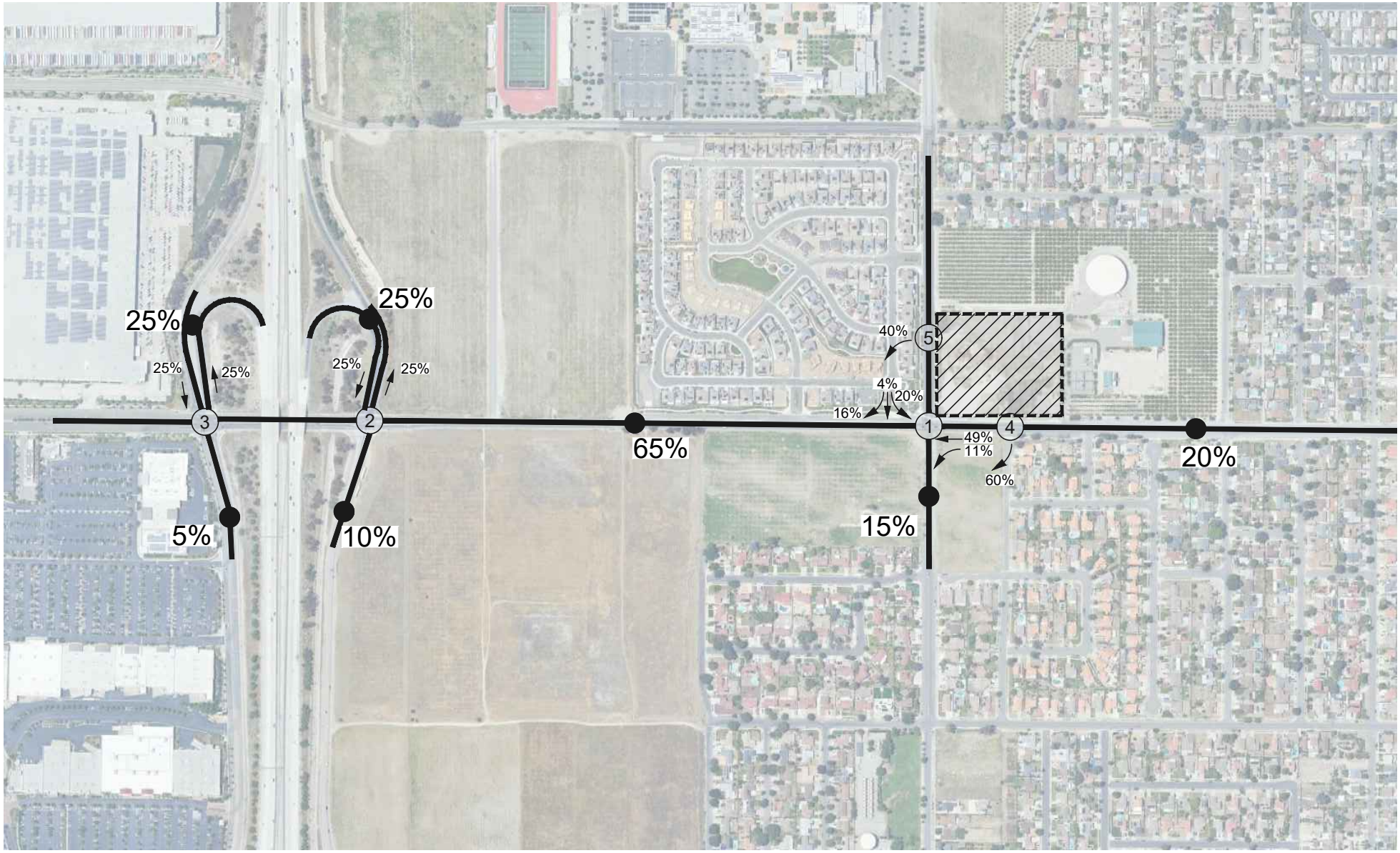
4.3 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Projecting trip distribution involves the process of identifying probable destinations and traffic routes that will be utilized by the proposed project's traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the probable routes onto which project generated trips to and from the project site would distribute as well as the percentage of the trips through each route.

Exhibit 6 shows the proposed project trip distribution.

Project trip assignments use the project trip distribution percentages to calculate the number of project trips projected to travel each probable route.

Exhibit 7 shows the proposed project trip assignment for the AM and PM peak hours.



Legend:

▨	Project Site
(#)	Study Intersection Location
(XX%)	Percent Trip Distribution

Exhibit 6: Project Trip Distribution

780 W San Bernardino AvenueTraffic Impact Analysis

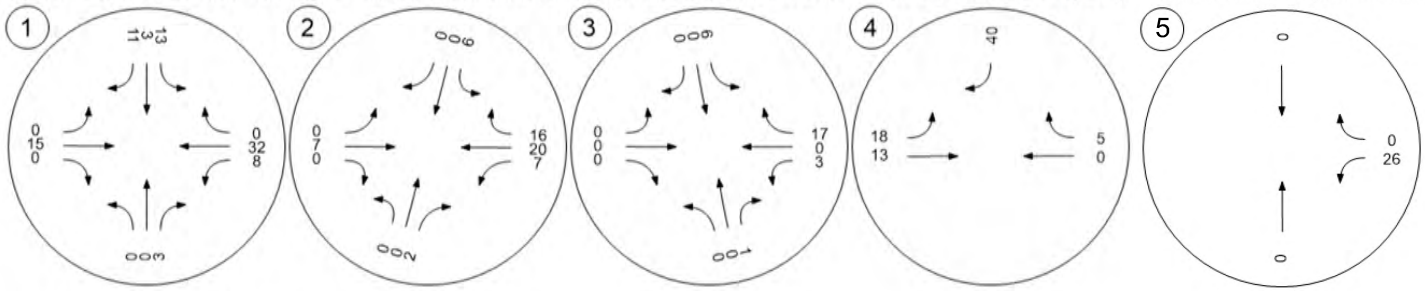
MVH-26-003

Not to Scale

TJW Engineering, Inc.



AM Peak Hour Volumes



PM Peak Hour Volumes

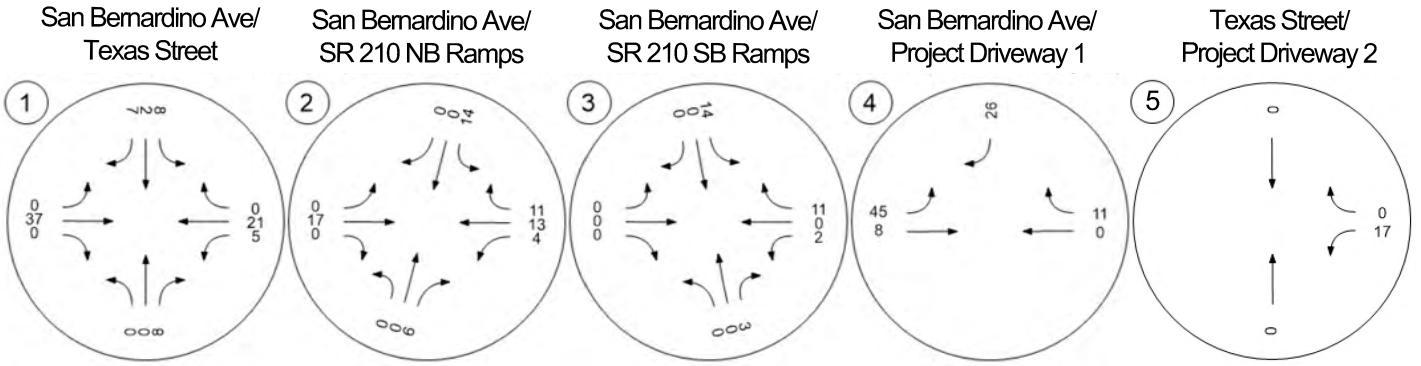


Exhibit 7: Proposed Project Trip Assignment for AM and PM Peak Hours

5.0 EXISTING YEAR PLUS PROJECT TRAFFIC CONDITIONS

The *Existing Plus Project* traffic conditions analysis is intended to identify the impact of the proposed project on the *Existing* traffic conditions.

5.1 ROADWAY IMPROVEMENTS

The lane configuration and traffic controls assumed to be in place for the *Existing Plus Project* traffic conditions scenario is the same as shown in **Exhibit 4** with the addition of the project driveways.

Exhibit 8 shows *Existing Plus Project* Lane geometry and intersection controls.

5.2 EXISTING YEAR PLUS PROJECT TRAFFIC VOLUMES

The *Existing Year Plus Project* traffic conditions scenario analyzes the impact of existing traffic with the traffic generated by the proposed project.

Existing Plus Project Volumes = Existing (2026) Counts + Project

Exhibit 9 shows *Existing Plus Project* AM and PM peak hour volumes at the study intersections.

5.3 EXISTING YEAR PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

The *Existing Year Plus Project* traffic conditions AM and PM peak hour intersection analysis is shown in **Table 6.** HCM analysis sheets are provided in **Appendix D**.

Table 6:
Intersection Analysis – Existing Year Plus Project Conditions

Intersection			Control Type[1]	Peak Hour	Existing Year		Existing Year + Project	
					Delay[2]	LOS	Delay[2]	LOS
1	Texas Street	W San Bernardino Ave	Signal	AM	20.32	C	21.19	C
				PM	21.64	C	24.47	C
2	SR-210 NB Ramps	W San Bernardino Ave	Signal	AM	27.79	C	28.25	C
				PM	37.57	D	38.64	D
3	SR-210 SB Ramps	W San Bernardino Ave	Signal	AM	36.35	D	36.42	D
				PM	34.10	C	34.32	C
4	W San Bernardino Ave	Project Driveway 1	TWSC	AM	~	~	15.17	C
				PM	~	~	10.93	B

Intersection			Control Type[1]	Peak Hour	Existing Year		Existing Year + Project	
					Delay[2]	LOS	Delay[2]	LOS
5	Texas Street	Project Driveway 2	TWSC	AM	~	~	12.91	B
				PM	~	~	10.91	B

1: TWSC = Two-Way Stop-Control.
2: Delay is shown in seconds per vehicle. Per the Highway Capacity Manual 7th Edition, overall average delay and LOS are shown for signalized, all-way stop-controlled, and roundabout intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in **Table 6**, the study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for *Existing Year Plus Project* conditions and therefore, no recommendations or fair share calculations are needed.



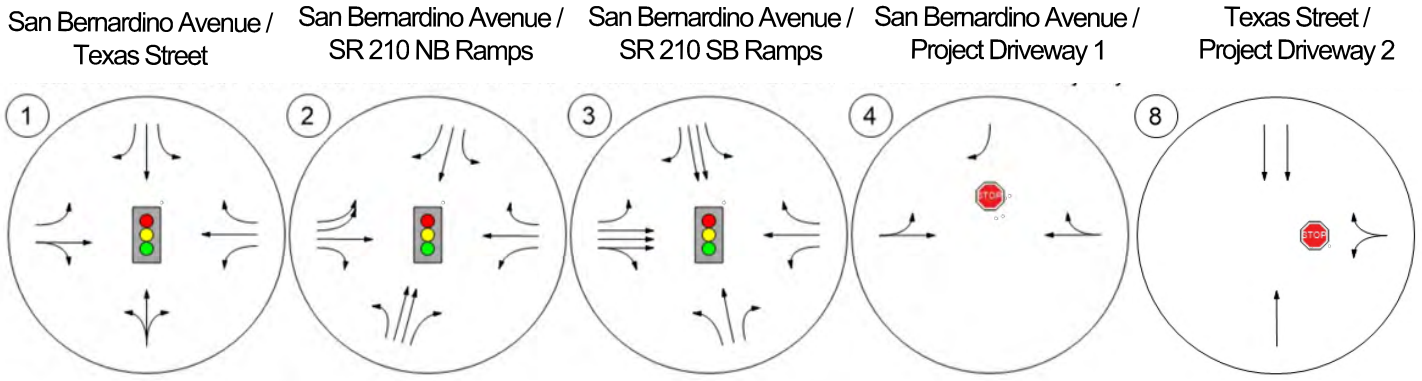
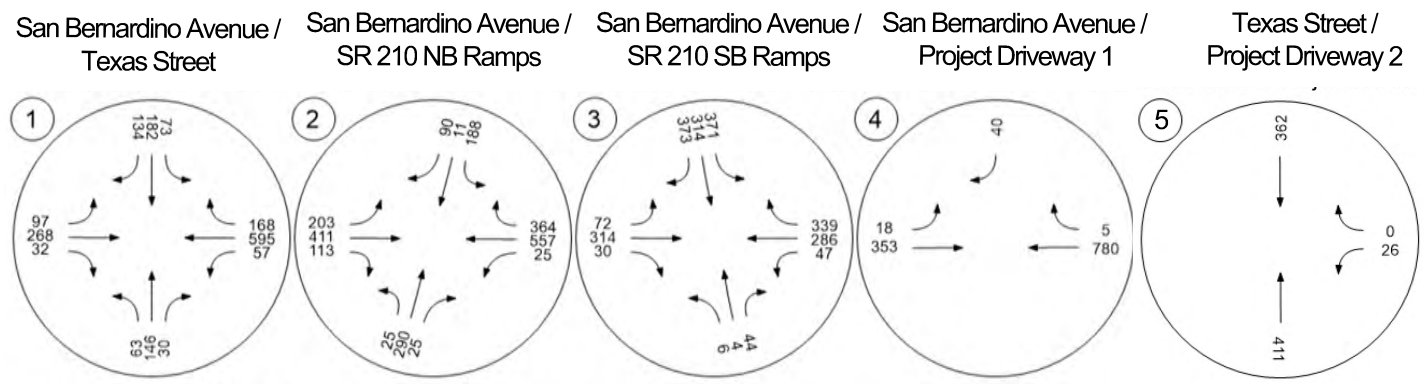


Exhibit 8: Existing Plus Project Conditions Lane Geometry and Intersection Controls



AM Peak Hour Volumes



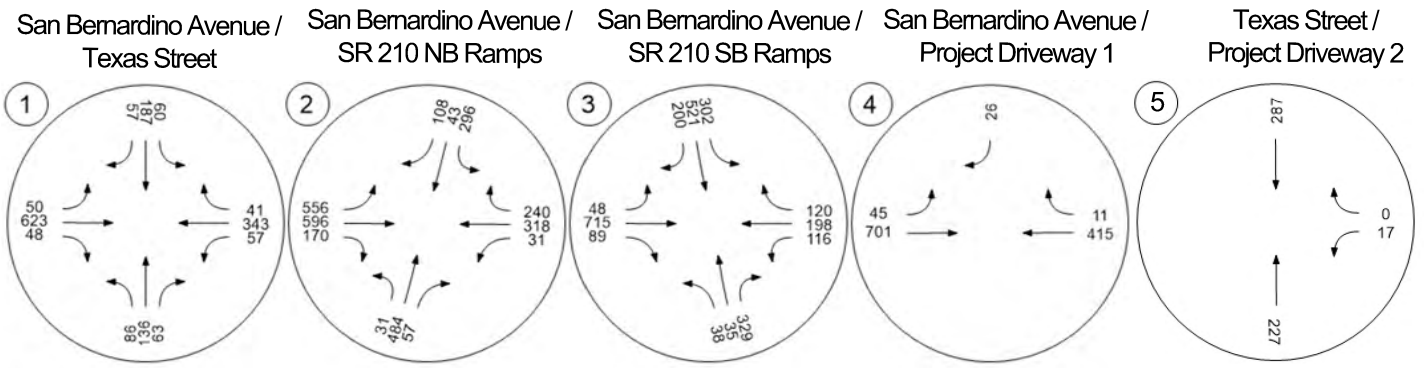


Exhibit 9: Existing Year Plus Project Conditions AM and PM Peak Hours Volumes

6.0 ACCESS ANALYSIS

Site access is planned via one (1) driveway on W San Bernardino Ave and one (1) driveway on Texas Street. The proposed driveway on W San Bernardino Ave will provide a right turn only in the outbound direction and full access in the inbound direction. The proposed driveway on Texas Street will be an exit-only driveway. Per City request, the feasibility of the proposed driveways is analyzed through the turning movement volumes and 95th percentile queue.

6.1 TURNING MOVEMENTS LEVEL OF SERVICE

Using *Existing Plus Project* traffic volumes, the turning movement delay for each direction at Intersection 4: W San Bernardino Avenue/Project Driveway 1 and Intersection 5: Texas Street/Project Driveway 2 is shown in **Table 7.**

Table 7:
Project Driveway Turning Movement Delay

Approach Direction	Turning Movement	Peak Hour	Existing Year	
			Delay (s/veh)	LOS
San Bernardino Avenue / Project Driveway 1				
Southbound	Right Turn	AM	15.17	C
		PM	10.93	B
Eastbound	Left Turn	AM	9.34	A
		PM	8.23	A
Westbound	Right Turn	AM	0.00	A
		PM	0.00	A
Texas Street / Project Driveway 2				
Westbound	Left Turn	AM	12.91	B
		PM	10.91	B

As shown in **Table 7,** the individual turning movements at the project driveway are currently operating at an acceptable LOS during the AM and PM peak hours.

Exhibit 10 shows the turning movement volumes at the Project Driveways during the *Existing Plus Project* traffic conditions.

6.2 EXISTING YEAR PLUS PROJECT QUEUING ANALYSIS

A queuing analysis was conducted for the *Existing Plus Project* traffic conditions to determine if the project will have sufficient vehicle storage for both inbound and outbound project generated vehicles. Using *Existing Plus Project* volumes, PTV Vistro 2025 was utilized to calculate the 95th percentile queue lengths at the intersection leg movements. **Table 8** shows *the Existing Year Plus Project* 95th percentile queue length.

Table 8:
Queuing Analysis – Existing Year Plus Project Conditions

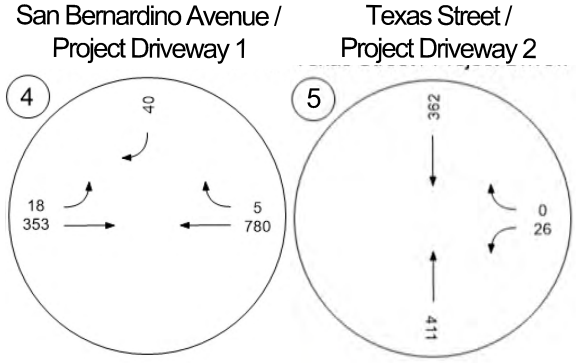
Intersection			Leg[1]	Movement	95th Percentile Queue (ft)	
					AM Peak	PM Peak
4	W San Bernardino Ave	Project Driveway 1	WB	RT	<20	<20
			EB	LT	<20	<20
			SB	RT	<20	<20
			SB	LT	<20	<20
5	Texas Street	Project Driveway 2	WB	LT	<20	<20

1: SB = Southbound. WB = Westbound. EB = Eastbound.
2: RT = Right-Turn. LT = Left-Turn. 3: Average car length = 20 feet.

Table 8 shows the 95th percentile queue length under *Existing Year Plus Project* conditions for all turning movements do not exceed one car length.



AM Peak Hour Volumes



PM Peak Hour Volumes

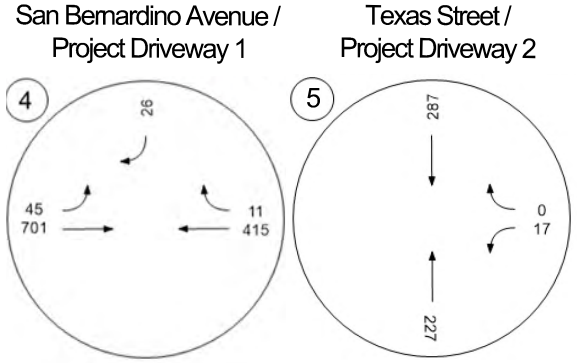


Exhibit 10: Project Driveway Turning Movement Volumes

APPENDIX

Appendix A: Glossary of Terms
Appendix B: Scoping Agreement and City Documents
Appendix C: Existing Traffic Counts
Appendix D: HCM Analysis Sheets

APPENDIX A

GLOSSARY OF TERMS

Glossary of Terminology

ACRONYMS:

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
LOS	Level of Service
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC – *The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.*

CAPACITY – T*he maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.*

CYCLE LENGTH – *The time period in seconds required for a traffic signal to complete one full cycle of indications.*

DAILY CAPACITY – *A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.*

DELAY – *The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.*

DENSITY – *The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.*

DESIGN SPEED – *A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.*

DIRECTIONAL SPLIT – *The percent of traffic in the peak direction at any point in time.*

FREE FLOW – *Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.*

HEADWAY – *Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.*

LEVEL OF SERVICE – *A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.*

PASSENGER CAR EQUIVALENT (PCE) – *A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.*

PEAK HOUR – *The 60 consecutive minutes with the highest number of vehicles.*

QUEUE LENGTH – *The length of vehicle queue, typically expressed in feet, waiting at a service area such as a Traffic signal, stop sign, or access gate.*

SIGHT DISTANCE – *The continuous length of roadway visible to a driver or roadway user.*

SIGNAL CYCLE – *The time period in seconds required for one complete sequence of signal indications.*

SIGNAL PHASE – *The part of the signal cycle allocated to one or more traffic movements.*

STARTING DELAY – *The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through an intersection.*

TRAFFIC-ACTUATED SIGNAL – *A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.*

TRIP – *The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.*

TRIP GENERATION RATE – *The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.*

VEHICLE MILES OF TRAVEL – *A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.*

APPENDIX B

SCOPING AGREEMENT AND CITY DOCUMENTS

Scoping Agreement for Traffic Impact Analysis

This form acknowledges the requirements for the traffic impact analysis of the following project. The analysis will follow the local jurisdiction's traffic impact analysis guidelines.

Project Name:	780 W San Bernardino
Project Address:	780 W San Bernardino Avenue, City of Redlands
Project Description:	194 single family attached dwelling unit which includes 17 affordable units

	Consultant	Developer
Name:	TJW Engineering	MONTE VISTA HOMES
Address:	9841 Irvine Center Drive, Suite 200	PO Box 9559
	Irvine, CA	Rancho Cucamonga, CA
Telephone:	949-878-3509	
Email:	Tiffany@tjwengineering.com	

Trip Generation Source: ITE Trip Generation Manual, 12th Edition (2025)

Current GP Land Use:	Commercial (C)	Proposed GP Land Use:	Residential R-2
Current Zoning:	General Commercial (C-3)	Proposed Zoning:	Residential R-2

Is the project screened from LOS analysis? [ ] Yes [x] No

Justification:	

Is the project screened from VMT analysis? [x] Yes [ ] No

Justification:	The proposed project is located within a low VMT generating area. Therefore, it can be presumed that the project will have a less than significant impact on VMT and will not require a VMT analysis. SBCTA VMT Screening Tool results attached to the Appendix. The project is also exempt from CEQA due to its qualifications as an urban infill housing development project under AB 130. Additionally, the project has been designed to comply with the General Plan in all respects, many of its environmental impacts are assessed in the Program EIR adopted in the City's General Plan 2035.

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				23	66	89
PM Trips				56	42	98
Daily						1,245

Internal Trip Capture: [ ] Yes [x] No _____ % Trip Discount

Pass-By Allowance: [ ] Yes [x] No _____ % Trip Discount

Trip Distribution: See exhibit below

Project Build-out Year: _____ Annual Ambient Growth Rate: _____

Study Intersections:

1. W San Bernardino Ave / Texas Street
2. W San Bernardino Ave / SR-210 NB Ramps
3. W San Bernardino Ave / SR-210 SB Ramps
4. W San Bernardino Ave / Project Driveway 1
5. Texas Street / Project Driveway 2
6.
7.
8.
9.
10.

Study Roadway Segments:

1.
2.
3.
4.

Analysis Scenarios:

1. Existing (2026)
2. Existing Plus Project (Existing + Project)
3. Access Analysis (see additional analysis section for more detail)
4.
5.
6.
7.
8.
9.
10.

Other Jurisdiction Analyzed? [x] Yes [ ] No Name of Jurisdiction: Caltrans

Date of Traffic Counts: New traffic counts to be taken

Additional Items to be Addressed:	Access analysis will include project driveway ingress / egress vehicle stacking queue and vehicle turning movements.

Additional Notes:	This analysis will utilize *PTV Vistro,* Version 2025.

Names:

Tiffany Chang

Consultant's Representative	City (Approved By)
Signatures: 	
Consultant's Representative	City (Approved By)
06/19/2026	
Date	Date

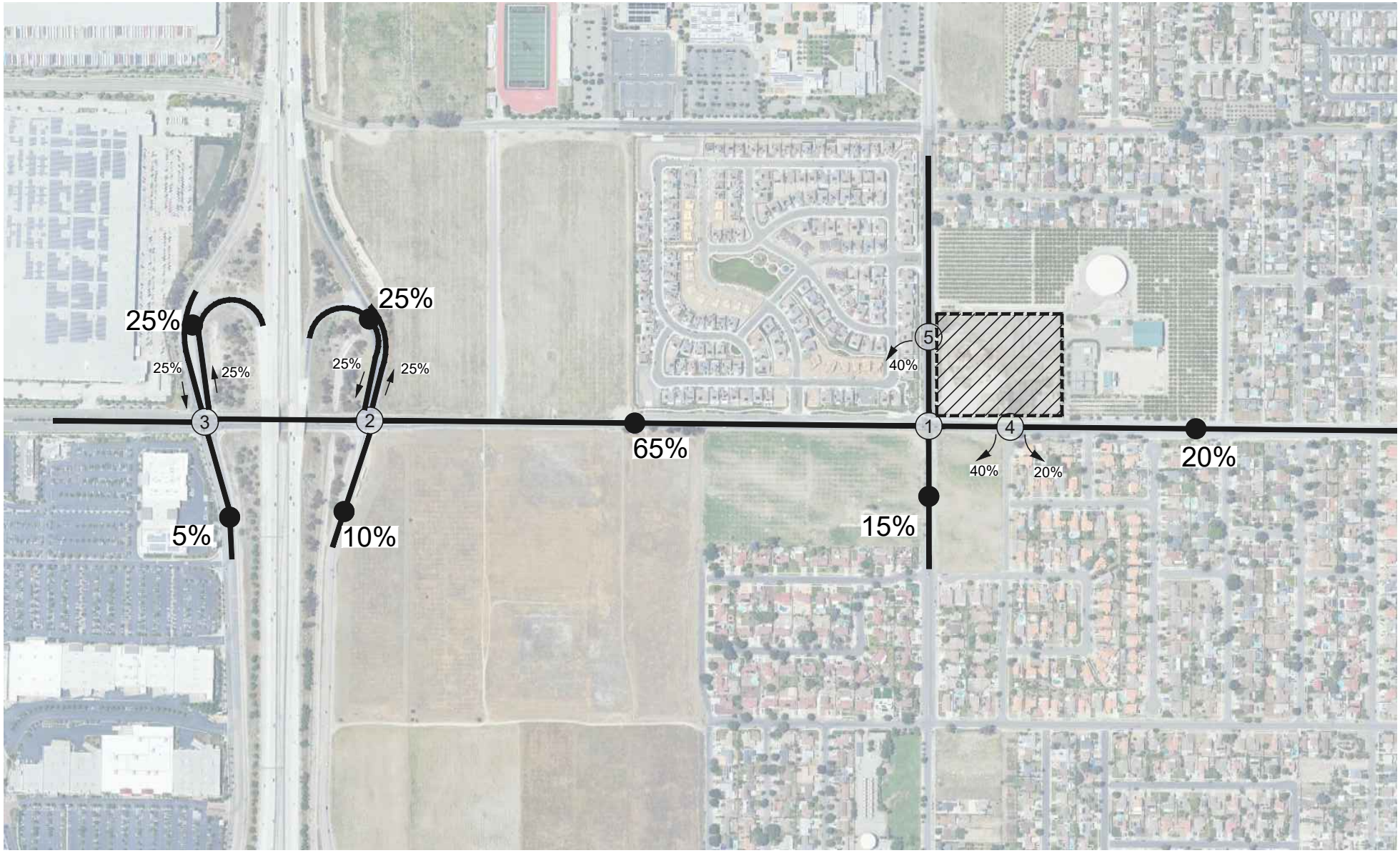
Table 1

Project Trip Generation

Proposed Land Use[1]	ITE Code	Qty	Unit[2]	Daily		AM Peak Hour					PM Peak Hour				
				Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
								In	Out	Total			In	Out	Total
Single-Family Attached Housing	215	177	DU	6.57	1,163	0.47	25:75	21	62	83	0.51	57:43	51	39	90
Affordable Housing	223	17	DU	4.81	82	0.36	29:71	2	4	6	0.46	59:41	5	3	8
Net Total					**1,245**			**23**	**66**	**89**			**56**	**42**	**98**

1: Trip generation and pass-by rates from ITE Trip Generation (12th Edition, 2025)

2: DU = Dwelling Unit



Legend:

▨	Project Site
(#)	Study Intersection Location
(XX%)	Percent Trip Distribution

Project Trip Distribution

Project Name Traffic Impact Analysis

XXX-25-001

Not to Scale

TJW Engineering, Inc.


Layer List
Layers
Output_Parcels
Selected Project Area
Low VMT Generating TAZs
Parcels
Jurisdiction Boundaries
TAZ
Transit Priority Area
County Boundary
(1 of 3)
OBJECTID 1
Completely within a TPA? No (Fail)
Within a low VMT generating TAZ? Yes (Pass)
Note Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.
Community Regions have different thresholds (1=Yes, 0=No) 0
Zoom to
W Pioneer Ave
Half Moon Ave
Baldwin Ave
Brooks Ave
Dahlia Ave
W San Bernardino Ave
Elise Dr
Canterbury Dr
Ashley Way
W Pennsylvania Ave
Mountain View Dr
Webster St
Ohio St
Clay St
Washington St
Tilden St
Columbia St
Vermont St

Tiffany Chang

From: Jazmin Serrato <jserrato@cityofredlands.org>
Sent: Monday, June 22, 2026 3:02 PM
To: Tiffany Chang
Cc: David Chew; Don Young; Brian King
Subject: Re: Scoping Agreement- 780 W San Bernardino Avenue

Hello Tiffany,

The scoping agreement is approved. Please provide the traffic analysis once completed.

Sincerely,

Jazmin Serrato
Associate Planner
Tel: (909)798-7555
35 Cajon St,
Redlands, CA 92373
www.redlands.gov

From: Tiffany Chang <Tiffany@tjwengineering.com>
Sent: Friday, June 19, 2026 8:42 AM
To: Jazmin Serrato <jserrato@cityofredlands.org>
Cc: David Chew <david@tjwengineering.com>; Don Young <dyoung@cityofredlands.org>; Brian King <brian@montevistahomes.us>
Subject: RE: Scoping Agreement- 780 W San Bernardino Avenue

CAUTION: This message originated outside of the City of Redlands. **Do NOT click links** or open **attachments** unless you are certain the content is safe.
If suspected as **Malicious or Phishing**, report using the Phish Alert Button (PAB). If suspected as **Spam**, use the "Report as Junk" button.

Good morning, Jazmin,

I have attached the updated scoping agreement with the exact CEQA exemption to the link below.

MVH26003 Scoping Agreement 06.19.2026.pdf

Password: Dkb35CR48tKf

https://tjw.egnyte.com/dl/TWK9XmPYVd6Y

Best regards,

Tiffany Chang

Tiffany Chang, EIT
Project Engineer
Office: 949.878.3509
Direct: 949.337.1890
Email: tiffany@tjwengineering.com
tjwengineering.com
California · Idaho

From: Brian King <brian@montevistahomes.us>
Sent: Friday, June 19, 2026 7:34 AM
To: Jazmin Serrato <jserrato@cityofredlands.org>
Cc: Tiffany Chang <Tiffany@tjwengineering.com>; David Chew <david@tjwengineering.com>; Don Young <dyoung@cityofredlands.org>
Subject: Re: Scoping Agreement- 780 W San Bernardino Avenue

Jazmin,

It's no problem to comply with this request, but this traffic study is a requirement of Measure U, not the CEQA exemption.

Brian King

Senior Project Manager

MEASURE U POLICIES

GUIDING POLICIES: **Standards for Traffic Service**

5.20a Maintain LOS C or better as the standard at all intersections presently at LOS C or better.

5.20b Within the area identified in GP Figure 5-1, including that unincorporated County area identified on GP Figure 5-1 as the "donut hole", maintain LOS C or better; however, accept a reduced LOS on a case by case basis upon approval by a four-fifths (4/5ths) vote of the total authorized membership of the City Council.

5.20c Where the current level of service at a location within the City of Redlands is below the Level of Service (LOS) C standard, no development project shall be approved that cannot be mitigated so that it does not reduce the existing level of service at that location except as provided in Section 5.20b.

5.20f If monitoring of conditions at intersections within the East Valley Corridor Specific Plan area and intersections affected by EVC development indicates that peak hour LOS will drop below the standards set by Policies 5.20a, 5.20b, 5.20c revise the EVC Specific Plan. Revisions necessary may include additional roadway improvements, mandated higher TDM (Travel Demand Management, See Section 5.40) reductions in single-occupant vehicle trip share, reduction of intensity of development, or changes in use of undeveloped sites.

Projected buildout for the EVC is 2028 vs. 2010 for the rest of the Planning Area. Travel habits may change significantly during this period, but project reviews for compliance with the General Plan must not assume changes that may be beyond the ability of the City to implement.

IMPLEMENTING POLICIES: **Circulation Network & Classification**

5.30g Establish the alignment of San Timoteo Canyon Road in the vicinity of Barton Road at the common boundary between Redlands and Loma Linda so that San Timoteo Canyon Road connects to California Street at Barton Road.

5.30i Establish and maintain traffic circulation patterns that protect the character of residential neighborhoods.

5.30j Design major infrastructure improvements to accommodate regional traffic needs in a manner which discourages traffic flows through residential neighborhoods, encourages traffic flow to existing freeway systems and assures prudent use of federal and local taxpayer dollars.

5.30k In order to assure that the circulation policies established by the Redlands General Plan as set forth in Table 5-2 are implemented, including without limitation establishment of California Street as a major arterial, the City Council shall coordinate with SANBAG, the IVDA, and the City of San Bernardino with regard to all Santa Ana River crossings, except the Orange Street crossing, to assure the development of California Street/Mountain View Avenue as a major arterial providing access to the San Bernardino International Airport.

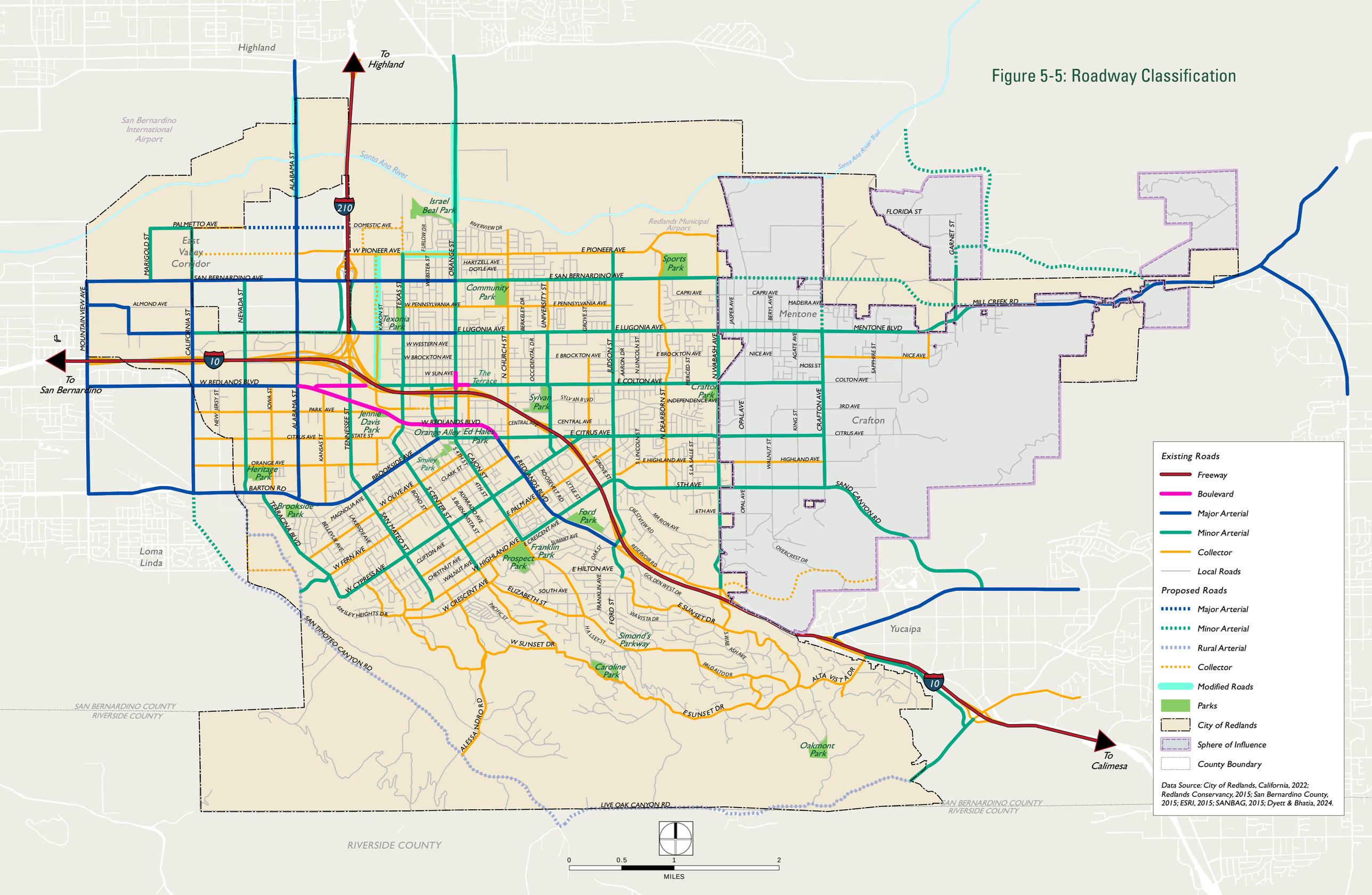
GUIDING POLICIES: **Collector & Local Streets**

5.32a Design residential collector streets and implement traffic control measure to keep traffic on collectors at 3,000 vehicles per day or less, where possible.

5.32b Design local residential streets and implements traffic control measure to keep traffic below 500 vehicles per day.

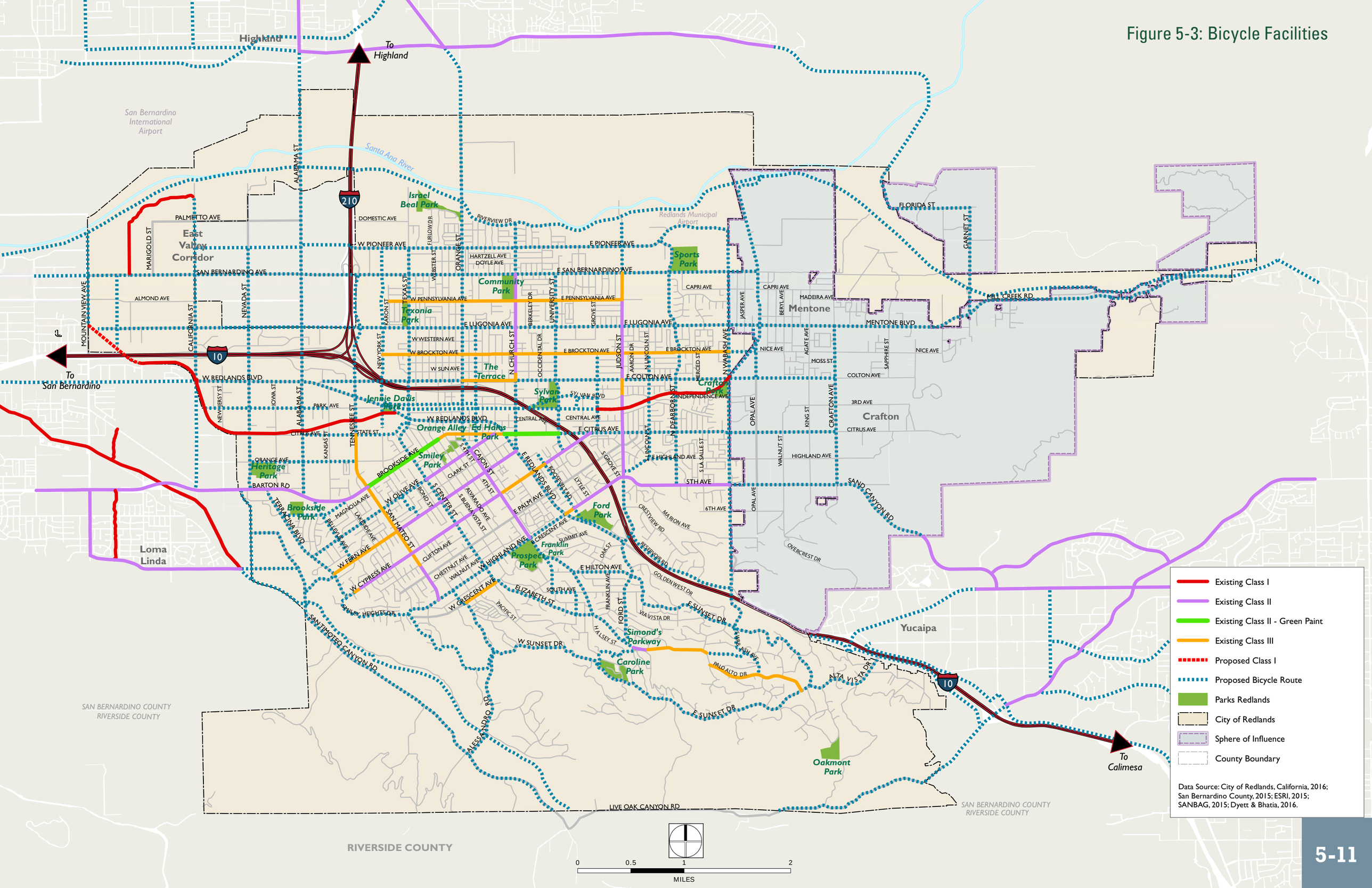


Figure 5-5: Roadway Classification



Data Source: City of Redlands, California, 2022; Redlands Conservancy, 2015; San Bernardino County, 2015; ESRI, 2015; SANBAG, 2015; Dyett & Bhatia, 2024.

Figure 5-3: Bicycle Facilities

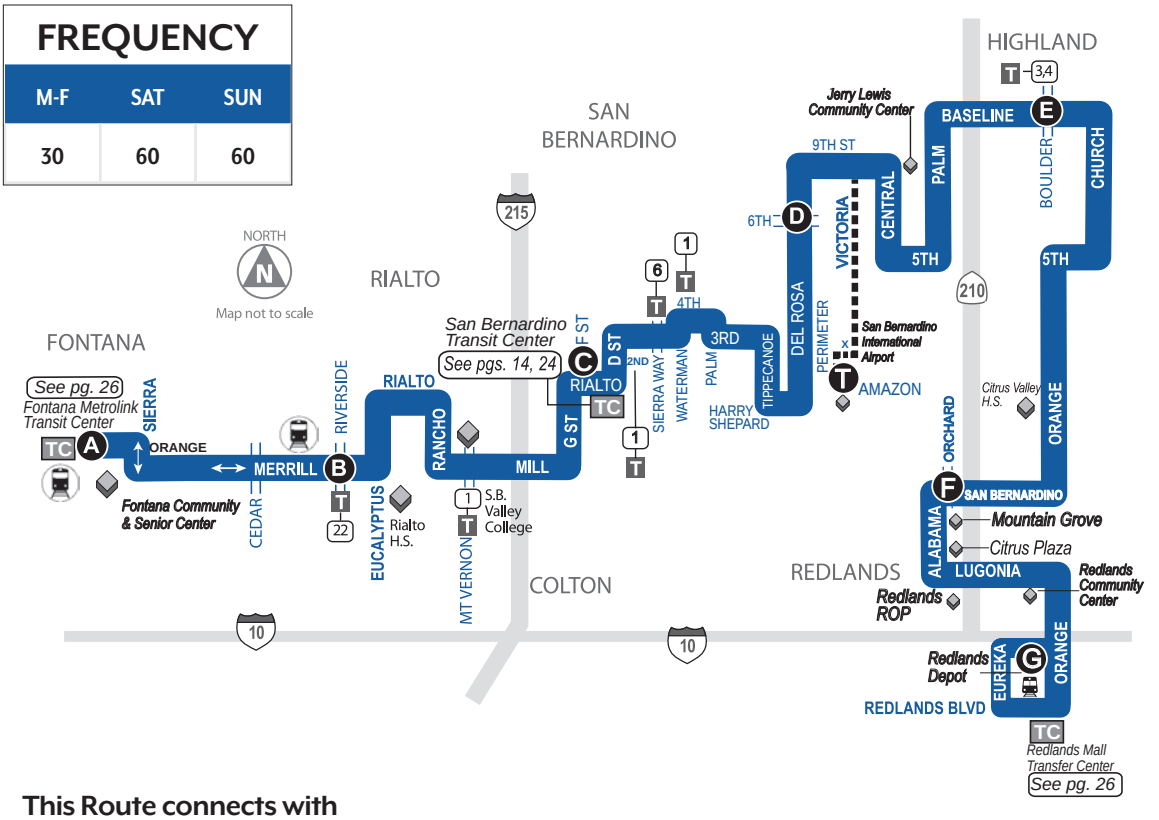


15 FONTANA - SAN BDNO/HIGHLAND - REDLANDS

Bus Route
Tripper Service
A Timepoint - Look for the matching symbol in the timetable section.
Metrolink Station
P Park-and-Ride
Point of Interest
H Medical Center
T Transfer Point
1,2 Connection Route(s)
TC Transit/Transfer Center

FREQUENCY

M-F	SAT	SUN
30	60	60



This Route connects with Arrow, Metrolink, and sbX!

¡Esta ruta se conecta con Arrow Rail, Metrolink, y sbX!

Buy your pass on your phone!

Download the transit app

Compre su pase por su teléfono

Descargar la aplicación transit

Available on the Google Play

Download on the App Store

ROUTE 15: MONDAY - FRIDAY

EASTBOUND

Fontana Metrolink (A)	Merril & Riverside (B)	SBTC* (C)	Del Rosa & 6th (D)	Amazon (T)	Baseline & Boulder (E)	SB & Orchard Way (F)	Redlands Depot (G)
		4:02	4:15	4:24	4:37	4:50	5:06
		5:20	5:34		5:49	6:02	6:13
		5:40	5:54	6:03	6:17	6:30	6:46
		6:15	6:30		6:45	7:02	7:15
6:07	6:20	6:42	6:57		7:12	7:28	7:41
6:37	6:50	7:12	7:27		7:42	7:58	8:13
7:07	7:21	7:46	8:03		8:18	8:34	8:49
7:37	7:52	8:17	8:34		8:50	9:05	9:21
8:07	8:22	8:46	9:01		9:17	9:32	9:48
8:37	8:52	9:16	9:31		9:47	10:02	10:18
9:07	9:22	9:46	10:01		10:17	10:32	10:48
9:37	9:52	10:14	10:29		10:45	11:00	11:16
10:07	10:22	10:45	11:01		11:17	11:32	11:49
10:37	10:52	11:15	11:30		11:46	**12:01**	**12:19**
11:07	11:22	11:46	**12:01**		**12:17**	**12:32**	**12:50**
11:37	11:52	**12:16**	**12:31**		**12:46**	**1:01**	**1:20**
12:07	**12:22**	**12:46**	**1:01**		**1:17**	**1:32**	**1:51**
12:37	**12:52**	**1:16**	**1:31**		**1:47**	**2:02**	**2:21**
1:07	**1:23**	**1:48**	**2:05**		**2:21**	**2:36**	**2:55**
1:37	**1:53**	**2:18**	**2:35**		**2:50**	**3:05**	**3:24**
2:07	**2:23**	**2:48**	**3:05**		**3:20**	**3:37**	**3:56**
2:37	**2:53**	**3:18**	**3:35**	**3:44**	**4:01**	**4:16**	**4:32**
3:07	**3:23**	**3:48**	**4:05**	**4:13**	**4:29**	**4:44**	**5:00**
3:40	**3:56**	**4:21**	**4:38**		**4:55**	**5:10**	**5:29**
4:05	**4:21**	**4:46**	**5:02**		**5:18**	**5:33**	**5:52**
4:35	**4:51**	**5:16**	**5:31**	**5:39**	**5:54**	**6:09**	**6:25**
5:05	**5:21**	**5:45**	**6:00**	**6:08**	**6:22**	**6:37**	**6:53**
5:35	**5:51**	**6:14**	**6:28**		**6:44**	**6:58**	**7:14**
6:10	**6:26**	**6:49**	**7:03**		**7:18**	**7:32**	**7:47**
6:42	**6:56**	**7:17**	**7:31**		**7:46**	**8:00**	**8:15**
7:25	**7:39**	**8:00**	**8:14**		**8:29**	**8:43**	**8:58**
8:12	**8:25**	**8:45**	**8:59**		**9:13**	**9:27**	**9:41**

WESTBOUND

Redlands Depot (G)	SB & Orchard Way (F)	Baseline & Boulder (E)	Amazon (T)	Del Rosa & 6th (D)	SBTC* (C)	Merril & Riverside (B)	Fontana Metrolink (A)
		4:21	4:35	4:44	5:09	5:29	5:41
5:03	5:12	5:26		5:39	6:01	6:21	6:33
5:28	5:38	5:54	6:08	6:17	6:43	7:05	7:19
6:08	6:18	6:32		6:45	7:07	7:28	7:43
6:38	6:48	7:02		7:16	7:41	8:03	8:17
7:08	7:19	7:35		7:51	8:14	8:36	8:50
7:38	7:50	8:06		8:25	8:48	9:10	9:24
8:08	8:20	8:36		8:52	9:15	9:37	9:50
8:38	8:50	9:06		9:21	9:46	10:06	10:19
9:08	9:20	9:36		9:52	10:17	10:39	10:53
9:38	9:51	10:07		10:22	10:48	11:10	11:24
10:08	10:21	10:37		10:52	11:15	11:37	11:51
10:38	10:51	11:07		11:22	11:47	**12:09**	**12:22**
11:08	11:21	11:37		11:52	**12:15**	**12:38**	**12:52**
11:38	11:51	**12:07**		**12:22**	**12:49**	**1:13**	**1:27**
12:08	**12:23**	**12:39**		**12:55**	**1:22**	**1:46**	**2:00**
12:38	**12:53**	**1:09**		**1:25**	**1:51**	**2:15**	**2:31**
1:08	**1:23**	**1:39**		**1:55**	**2:21**	**2:45**	**2:59**
1:38	**1:53**	**2:09**		**2:25**	**2:51**	**3:15**	**3:29**
2:08	**2:23**	**2:40**		**2:56**	**3:22**	**3:46**	**4:00**
2:38	**2:53**	**3:10**		**3:26**	**3:50**	**4:14**	**4:29**
3:08	**3:24**	**3:41**		**3:57**	**4:21**	**4:45**	**5:00**
3:38	**3:54**	**4:11**		**4:27**	**4:54**	**5:18**	**5:33**
4:08	**4:24**	**4:41**	**4:55**	**5:03**	**5:27**	**5:52**	**6:06**
4:38	**4:54**	**5:11**		**5:27**	**5:51**	**6:13**	**6:26**
5:20	**5:36**	**5:53**	**6:07**	**6:15**	**6:38**	**7:00**	**7:14**
5:50	**6:06**	**6:21**		**6:35**	**6:55**	**7:16**	**7:28**
6:30	**6:44**	**6:59**		**7:13**	**7:33**	**7:54**	**8:06**
7:17	**7:31**	**7:46**		**8:00**	**8:18***		
7:40	**7:51**	**8:05**		**8:19**	**8:36***		
8:25	**8:36**	**8:50**		**9:04**	**9:21***		
9:43	**9:54**	**10:06**		**10:17**	**10:33***		

*arrival times

ROUTE 15: SATURDAY

EASTBOUND

Fontana Metrolink (A)	Merril & Riverside (B)	SBTC* (C)	Del Rosa & 6th (D)	Amazon (T)	Baseline & Boulder (E)	SB & Orchard Way (F)	Redlands Depot (G)
		5:50	6:04	6:12	6:25	6:39	6:52
		7:20	7:34		7:49	8:03	8:16
7:42	7:56	8:21	8:36		8:52	9:06	9:19
8:40	8:54	9:19	9:34		9:50	10:04	10:19
9:45	9:59	10:24	10:39		10:55	11:09	11:25
10:45	10:59	11:24	11:39		11:55	**12:09**	**12:25**
11:45	11:59	**12:24**	**12:39**		**12:55**	**1:10**	**1:28**
12:45	**1:00**	**1:25**	**1:40**		**1:56**	**2:11**	**2:29**
1:45	**2:00**	**2:25**	**2:40**		**2:56**	**3:11**	**3:29**
2:45	**3:00**	**3:25**	**3:40**		**3:56**	**4:10**	**4:28**
3:40	**3:54**	**4:19**	**4:34**	**4:44**	**4:59**	**5:13**	**5:29**
4:55	**5:09**	**5:34**	**5:49**	**5:57**	**6:12**	**6:26**	**6:42**
5:45	**5:59**	**6:22**	**6:37**		**6:52**	**7:06**	**7:22**
6:45	**6:59**	**7:19**					

WESTBOUND

Redlands Depot (G)	SB & Orchard Way (F)	Baseline & Boulder (E)	Amazon (T)	Del Rosa & 6th (D)	SBTC* (C)	Merril & Riverside (B)	Fontana Metrolink (A)
5:37	5:45	5:58	6:10	6:18	6:45	7:06	7:17
6:35	6:43	6:56		7:09	7:36	7:57	8:10
7:37	7:48	8:02		8:15	8:40	9:01	9:14
8:37	8:48	9:03		9:16	9:41	10:02	10:15
9:40	9:52	10:08		10:22	10:48	11:09	11:23
10:40	10:54	11:10		11:24	11:46	**12:07**	**12:21**
11:40	11:55	**12:11**		**12:26**	**12:49**	**1:10**	**1:24**
12:40	**12:55**	**1:11**		**1:26**	**1:49**	**2:10**	**2:24**
1:40	**1:55**	**2:11**		**2:26**	**2:49**	**3:10**	**3:24**
2:40	**2:55**	**3:11**		**3:26**	**3:49**	**4:10**	**4:24**
3:40	**3:53**	**4:09**	**4:21**	**4:29**	**4:51**	**5:12**	**5:25**
4:40	**4:56**	**5:12**		**5:27**	**5:49**	**6:10**	**6:23**
5:40	**5:55**	**6:10**	**6:24**	**6:33**			

*SBTC is the San Bernardino Transit Center

ROUTE 15: SUNDAY

EASTBOUND

Fontana Metrolink (A)	Merril & Riverside (B)	SBTC* (C)	Del Rosa & 6th (D)	Amazon (T)	Baseline & Boulder (E)	SB & Orchard Way (F)	Redlands Depot (G)
		5:50	6:04	6:12	6:25	6:37	6:50
		7:33	7:46		7:59	8:12	8:25
7:43	7:56	8:19	8:32		8:46	9:00	9:13
8:41	8:54	9:17	9:30		9:45	9:59	10:14
9:45	10:00	10:24	10:39		10:54	11:08	11:24
10:45	11:00	11:24	11:39		11:54	**12:08**	**12:24**
11:45	**12:00**	**12:24**	**12:39**		**12:55**	**1:10**	**1:28**
12:45	**1:01**	**1:25**	**1:40**		**1:56**	**2:11**	**2:29**
1:45	**2:01**	**2:25**	**2:40**		**2:56**	**3:11**	**3:29**
2:45	**2:59**	**3:24**	**3:38**		**3:54**	**4:08**	**4:26**
3:40	**3:54**	**4:19**	**4:33**	**4:43**	**4:58**	**5:12**	**5:30**
4:55	**5:09**	**5:34**	**5:48**	**5:56**	**6:11**	**6:24**	**6:40**
5:45	**5:58**	**6:25**	**6:39**		**6:54**	**7:07**	**7:23**

WESTBOUND

Redlands Depot (G)	SB & Orchard Way (F)	Baseline & Boulder (E)	Amazon (T)	Del Rosa & 6th (D)	SBTC* (C)	Merril & Riverside (B)	Fontana Metrolink (A)
5:33	5:42	5:55	6:06	6:21	6:44	7:04	7:15
6:40	6:48	7:01		7:14	7:35	7:54	8:07
7:40	7:51	8:05		8:19	8:40	8:59	9:11
8:40	8:51	9:06		9:20	9:41	10:01	10:14
9:40	9:52	10:07		10:22	10:43	11:03	11:17
10:40	10:52	11:08		11:23	11:44	**12:04**	**12:18**
11:40	11:53	**12:09**		**12:25**	**12:47**	**1:09**	**1:23**
12:40	**12:55**	**1:11**		**1:27**	**1:49**	**2:11**	**2:25**
1:40	**1:55**	**2:11**		**2:27**	**2:49**	**3:11**	**3:25**
2:40	**2:54**	**3:10**		**3:26**	**3:48**	**4:10**	**4:24**
3:40	**3:54**	**4:09**	**4:21**	**4:36**	**4:57**	**5:19**	**5:33**
4:36	**4:49**	**5:04**		**5:18**			
5:40	**5:55**	**6:10**	**6:24**	**6:38**			

*SBTC is the San Bernardino Transit Center



APPENDIX C

EXISTING TRAFFIC COUNTS

INTERSECTION TURNING MOVEMENT COUNTS

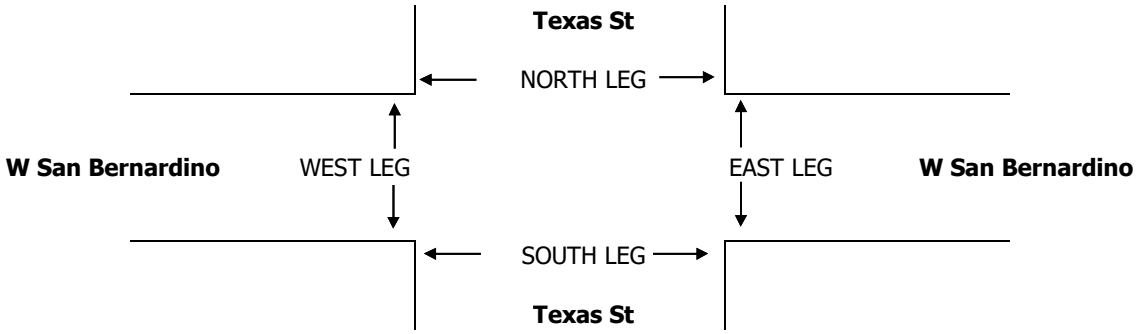
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Thu, May 28, 26	LOCATION:	San Bernardino	PROJECT #:	SC6119
	NORTH & SOUTH:	Texas St	LOCATION #:	1
	EAST & WEST:	W San Bernardino	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Texas St			SOUTHBOUND Texas St			EASTBOUND W San Bernardino			WESTBOUND W San Bernardino			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	18	9	4	3	16	27	13	46	6	4	131	5	282
	7:15 AM	21	12	7	10	25	30	11	66	9	6	132	8	337
	7:30 AM	23	15	7	10	29	28	9	66	11	11	152	12	373
	7:45 AM	15	38	7	12	45	27	20	61	6	14	162	23	430
	8:00 AM	14	46	4	18	40	31	31	71	3	15	127	60	460
	8:15 AM	11	47	9	20	65	37	37	55	12	9	122	73	497
	8:30 AM	12	27	7	24	42	25	15	69	5	10	101	20	357
	8:45 AM	24	19	5	9	21	19	14	52	7	6	120	11	307
	VOLUMES	138	213	50	106	283	224	150	486	59	75	1,047	212	3,043
	APPROACH %	34%	53%	12%	17%	46%	37%	22%	70%	8%	6%	78%	16%	
	APP/DEPART	401	/	575	613	/	417	695	/	642	1,334	/	1,409	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	63	146	27	60	179	123	97	253	32	49	563	168	1,760
	APPROACH %	27%	62%	11%	17%	49%	34%	25%	66%	8%	6%	72%	22%	
	PEAK HR FACTOR		0.881			0.742			0.910			0.956		0.885
	APP/DEPART	236	/	411	362	/	260	382	/	340	780	/	749	0
PM	4:00 PM	18	27	14	14	44	13	10	132	5	10	79	6	372
	4:15 PM	9	30	15	13	32	13	21	147	8	9	75	6	378
	4:30 PM	20	30	9	11	41	15	17	135	8	15	91	6	398
	4:45 PM	13	33	15	12	46	7	7	140	20	8	90	5	396
	5:00 PM	28	36	15	8	44	13	9	135	15	15	75	14	407
	5:15 PM	25	37	16	19	59	13	10	163	15	2	91	7	457
	5:30 PM	19	27	12	10	37	13	15	143	8	15	86	12	397
	5:45 PM	14	36	12	15	45	11	16	145	10	20	70	8	402
	VOLUMES	146	256	108	102	348	98	105	1,140	89	94	657	64	3,207
	APPROACH %	29%	50%	21%	19%	64%	18%	8%	85%	7%	12%	81%	8%	
	APP/DEPART	510	/	425	548	/	531	1,334	/	1,350	815	/	901	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	86	136	55	52	185	50	50	586	48	52	322	41	1,663
	APPROACH %	31%	49%	20%	18%	64%	17%	7%	86%	7%	13%	78%	10%	
	PEAK HR FACTOR		0.877			0.788			0.910			0.918		0.910
	APP/DEPART	277	/	227	287	/	285	684	/	693	415	/	458	0



INTERSECTION TURNING MOVEMENT COUNTS

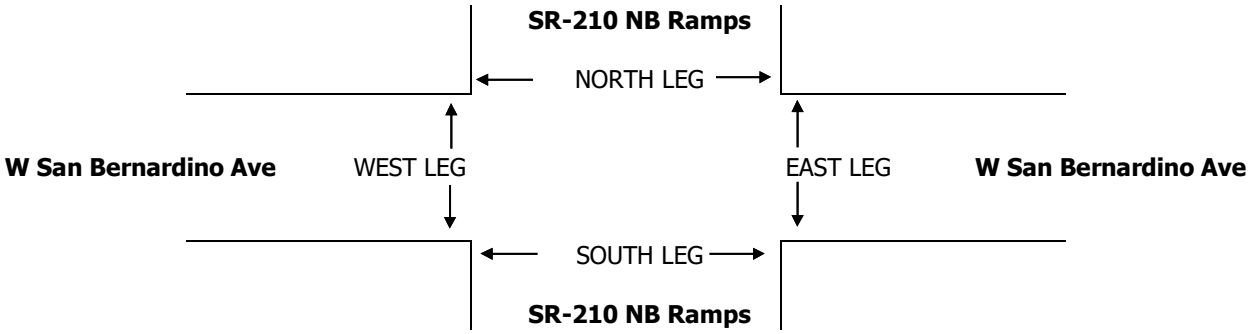
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Thu, May 28, 26	LOCATION:	San Bernardino	PROJECT #:	SC6119
	NORTH & SOUTH:	SR-210 NB Ramps	LOCATION #:	2
	EAST & WEST:	W San Bernardino Ave	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Tennessee St			SOUTHBOUND SR-210 NB Ramps			EASTBOUND W San Bernardino Ave			WESTBOUND W San Bernardino Ave			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 0.5	SR 0.5	EL 2	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	6	35	5	31	4	25	33	39	22	1	130	60	391
	7:15 AM	11	53	4	37	3	21	27	78	21	4	130	82	471
	7:30 AM	6	83	5	40	2	26	49	71	28	4	134	86	534
	7:45 AM	7	55	4	34	1	29	49	87	25	2	163	95	551
	8:00 AM	7	85	6	61	3	22	43	122	28	7	120	91	595
	8:15 AM	5	67	8	47	5	13	62	124	32	5	120	76	564
	8:30 AM	4	74	5	29	2	15	42	76	22	9	114	83	475
	8:45 AM	5	80	7	31	2	13	50	50	22	6	126	59	451
	VOLUMES	51	532	44	310	22	164	355	647	200	38	1,037	632	4,032
	APPROACH %	8%	85%	7%	63%	4%	33%	30%	54%	17%	2%	61%	37%	
	APP/DEPART	627	/	1,519	496	/	260	1,202	/	1,001	1,707	/	1,252	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	25	290	23	182	11	90	203	404	113	18	537	348	2,244
	APPROACH %	7%	86%	7%	64%	4%	32%	28%	56%	16%	2%	59%	39%	
	PEAK HR FACTOR		0.862			0.823			0.826			0.868		0.943
	APP/DEPART	338	/	841	283	/	142	720	/	609	903	/	652	0
PM	4:00 PM	9	123	11	56	8	18	154	119	32	8	74	48	660
	4:15 PM	7	125	9	69	6	18	120	135	29	6	75	45	644
	4:30 PM	5	110	4	65	2	18	143	147	35	6	94	55	684
	4:45 PM	3	123	6	52	6	16	155	144	48	7	66	56	682
	5:00 PM	5	127	12	66	16	27	148	141	41	6	70	62	721
	5:15 PM	11	140	10	73	8	33	120	152	50	4	90	70	761
	5:30 PM	7	117	11	68	7	27	149	137	46	12	73	45	699
	5:45 PM	8	100	18	75	12	21	139	149	33	5	72	52	684
	VOLUMES	55	965	81	524	65	178	1,128	1,124	314	54	614	433	5,535
	APPROACH %	5%	88%	7%	68%	8%	23%	44%	44%	12%	5%	56%	39%	
	APP/DEPART	1,101	/	2,526	767	/	433	2,566	/	1,729	1,101	/	847	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	31	484	51	282	43	108	556	579	170	27	305	229	2,865
	APPROACH %	5%	86%	9%	65%	10%	25%	43%	44%	13%	5%	54%	41%	
	PEAK HR FACTOR		0.879			0.950			0.983			0.855		0.941
	APP/DEPART	566	/	1,269	433	/	240	1,305	/	912	561	/	444	0



INTERSECTION TURNING MOVEMENT COUNTS

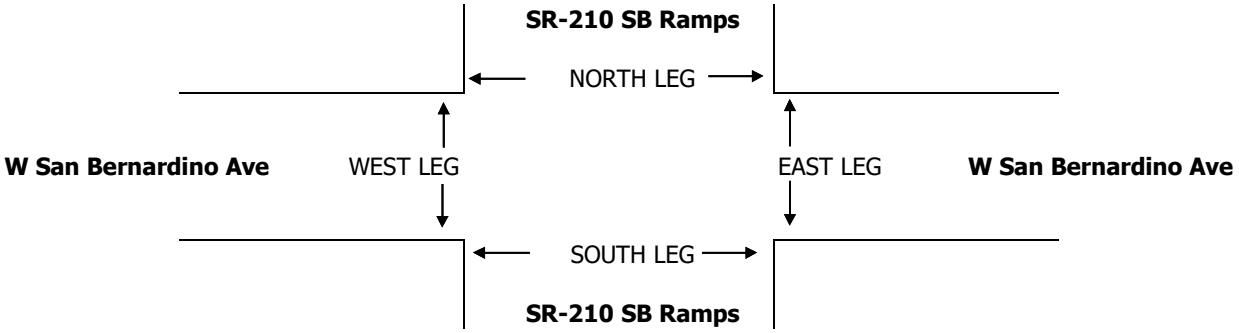
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 28, 26	LOCATION:	San Bernardino	PROJECT #:	SC6119
	NORTH & SOUTH:	SR-210 SB Ramps	LOCATION #:	3
	EAST & WEST:	W San Bernardino Ave	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Frontage Rd			SOUTHBOUND SR-210 SB Ramps			EASTBOUND W San Bernardino Ave			WESTBOUND W San Bernardino Ave			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1.5	SR 0.5	EL 1	ET 3	ER 0	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	1	0	5	34	40	48	17	56	5	1	62	97	366
	7:15 AM	1	1	5	74	71	87	9	46	5	4	84	75	462
	7:30 AM	1	1	12	71	78	91	12	64	6	9	71	87	503
	7:45 AM	1	1	8	81	87	97	23	73	10	11	96	93	581
	8:00 AM	2	0	11	109	87	78	15	74	6	14	57	77	530
	8:15 AM	2	2	12	104	62	107	22	103	8	10	62	65	559
	8:30 AM	4	0	13	60	68	78	15	68	8	20	50	63	447
	8:45 AM	1	0	18	41	96	74	18	63	10	19	61	64	465
	VOLUMES	13	5	84	574	589	660	131	547	58	88	543	621	3,914
	APPROACH %	13%	5%	82%	31%	32%	36%	18%	74%	8%	7%	43%	50%	
	APP/DEPART	102	/	757	1,823	/	735	737	/	1,205	1,252	/	1,217	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	6	4	43	365	314	373	72	314	30	44	286	322	2,173
	APPROACH %	11%	8%	81%	35%	30%	35%	17%	75%	7%	7%	44%	49%	
	PEAK HR FACTOR		0.828			0.960			0.782			0.815		0.935
	APP/DEPART	53	/	398	1,052	/	388	416	/	722	652	/	665	0
PM	4:00 PM	9	15	91	67	127	57	16	148	26	33	43	26	658
	4:15 PM	7	9	67	68	125	46	12	157	22	27	46	29	615
	4:30 PM	4	14	94	63	116	59	6	166	27	31	52	35	667
	4:45 PM	6	11	83	79	149	55	11	184	20	22	38	26	684
	5:00 PM	6	11	94	64	126	46	10	174	20	28	51	24	654
	5:15 PM	11	5	68	72	123	41	14	181	32	41	56	33	677
	5:30 PM	15	8	81	73	123	58	13	176	17	23	53	26	666
	5:45 PM	7	12	76	74	129	38	12	170	23	28	45	29	643
	VOLUMES	65	85	654	560	1,018	400	94	1,356	187	233	384	228	5,265
	APPROACH %	8%	11%	81%	28%	51%	20%	6%	83%	11%	28%	45%	27%	
	APP/DEPART	804	/	407	1,978	/	1,438	1,638	/	2,570	845	/	850	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	38	35	326	288	521	200	48	715	89	114	198	109	2,682
	APPROACH %	10%	9%	82%	29%	52%	20%	6%	84%	10%	27%	47%	26%	
	PEAK HR FACTOR		0.891			0.891			0.939			0.810		0.980
	APP/DEPART	399	/	192	1,009	/	724	853	/	1,329	421	/	437	0



APPENDIX D

HCM ANALYSIS WORKSHEETS

EXISTING
TRAFFIC CONDITIONS

780 W San Bernardino

Vistro File: Z:\...\MVH26003 Vistro.vistro
Report File: Z:\...\E AM.pdf

Scenario 1 E AM
6/30/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W San Bernardino Ave / Texas St	Signalized	HCM 7th Edition	WB Left	0.751	20.3	C
2	W San Bernardino / SR-210 NB Ramps	Signalized	HCM 7th Edition	WB Left	0.668	27.8	C
3	W San Bernardino / SR-210 SB Ramps	Signalized	HCM 7th Edition	NB Left	0.593	36.3	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W San Bernardino Ave / Texas St

Control Type:	Signalized	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Texas St			Texas St			W San Bernardino Ave			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	210.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Texas St			Texas St			W San Bernardino Ave			W San Bernardino Ave		
Base Volume Input [veh/h]	63	146	27	60	179	123	97	253	32	49	563	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	146	27	60	179	123	97	253	32	49	563	168
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	41	8	17	51	35	27	71	9	14	159	47
Total Analysis Volume [veh/h]	71	165	31	68	202	139	110	286	36	55	636	190
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						4,5						
Maximum Green [s]	0	19	0	0	19	19	11	23	0	16	28	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	10.0	10.0	0.0	7.0	0.0	0.0	14.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0.0	23.0	0.0	0.0	23.0	23.0	15.0	27.0	0.0	20.0	32.0	0.0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	10	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No	No	No	No		No	No	
Maximum Recall		No			No	No	No	No		No	No	
Pedestrian Recall		No			No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	R	L	C	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17.5	17.5	17.5	27.3	5.8	37.1	3.4	34.7	34.7
g / C, Green / Cycle	0.25	0.25	0.25	0.39	0.08	0.53	0.05	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.22	0.06	0.11	0.09	0.06	0.18	0.03	0.34	0.12
s, saturation flow rate [veh/h]	1209	1186	1870	1589	1781	1834	1781	1870	1589
c, Capacity [veh/h]	367	106	467	620	149	970	89	926	787
d1, Uniform Delay [s]	25.65	23.65	22.09	14.26	31.33	9.41	32.61	13.50	10.12
k, delay calibration	0.29	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.24	6.29	0.63	0.18	7.01	0.92	6.90	4.13	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.64	0.43	0.22	0.74	0.33	0.62	0.69	0.24
d, Delay for Lane Group [s/veh]	32.89	29.93	22.73	14.44	38.34	10.33	39.52	17.64	10.85
Lane Group LOS	C	C	C	B	D	B	D	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.85	1.14	2.73	1.40	2.04	2.69	1.02	7.08	1.51
50th-Percentile Queue Length [ft/ln]	121.19	28.50	68.29	34.95	51.05	67.22	25.44	177.05	37.65
95th-Percentile Queue Length [veh/ln]	8.46	2.05	4.92	2.52	3.68	4.84	1.83	11.45	2.71
95th-Percentile Queue Length [ft/ln]	211.45	51.30	122.92	62.91	91.89	121.00	45.80	286.16	67.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.89	32.89	32.89	29.93	22.73	14.44	38.34	10.33	10.33	39.52	17.64	10.85
Movement LOS	C	C	C	C	C	B	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	32.89			21.11			17.46			17.54		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	20.32											
Intersection LOS	C											
Intersection V/C	0.751											

Emissions

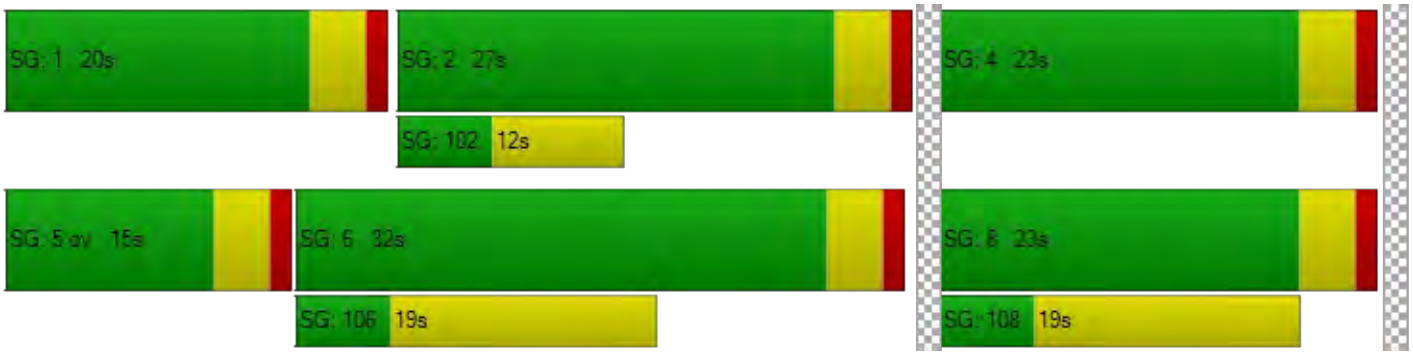
Vehicle Miles Traveled [mph]	6.30	3.43	10.20	7.02	52.39	153.37	3.73	43.16	12.89
Stops [stops/h]	249.30	58.63	140.48	71.90	105.01	138.29	52.34	364.22	77.46
Fuel consumption [US gal/h]	3.42	0.88	2.13	1.09	3.60	7.75	1.22	8.29	1.82
CO [g/h]	239.33	61.48	148.89	76.51	251.31	542.04	85.35	579.55	127.53
NOx [g/h]	46.56	11.96	28.97	14.89	48.90	105.46	16.61	112.76	24.81
VOC [g/h]	55.47	14.25	34.51	17.73	58.24	125.62	19.78	134.32	29.56

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	0.00	26.58
l_p,int, Pedestrian LOS Score for Intersectio	1.977	2.333	0.000	2.680
Crosswalk LOS	A	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	543	543	657	800
d_b, Bicycle Delay [s]	18.58	18.58	15.78	12.60
l_b,int, Bicycle LOS Score for Intersection	2.000	2.234	2.272	3.013
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W San Bernardino / SR-210 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	27.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name	Tennessee St			SR-210 NB Ramps			W San Bernardino Ave			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	30.00	130.00	100.00	130.00	140.00	100.00	165.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Tennessee St			SR-210 NB Ramps			W San Bernardino Ave			W San Bernardino Ave		
Base Volume Input [veh/h]	25	290	23	182	11	90	203	404	113	18	537	348
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	290	23	182	11	90	203	404	113	18	537	348
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	77	6	48	3	24	54	107	30	5	142	92
Total Analysis Volume [veh/h]	27	308	24	193	12	95	215	428	120	19	569	369
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	15	19	0	18	22	0	12	32	0	15	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19.0	23.0	0.0	22.0	26.0	0.0	16.0	36.0	0.0	19.0	39.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2.7	11.0	11.0	12.7	21.1	21.1	8.6	58.1	58.1	2.1	51.7	51.7
g / C, Green / Cycle	0.03	0.11	0.11	0.13	0.21	0.21	0.09	0.58	0.58	0.02	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.02	0.09	0.02	0.11	0.01	0.06	0.06	0.23	0.08	0.01	0.30	0.23
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	49	393	176	227	394	335	296	1085	923	38	965	821
d1, Uniform Delay [s]	48.03	43.31	40.17	42.68	31.35	33.13	44.57	11.41	9.52	48.39	16.82	15.24
k, delay calibration	0.11	0.11	0.11	0.14	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.48	3.44	0.35	10.86	0.03	0.46	3.38	1.08	0.29	9.58	2.64	1.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.78	0.14	0.85	0.03	0.28	0.73	0.39	0.13	0.50	0.59	0.45
d, Delay for Lane Group [s/veh]	57.52	46.75	40.52	53.54	31.38	33.59	47.95	12.49	9.81	57.97	19.46	17.02
Lane Group LOS	E	D	D	D	C	C	D	B	A	E	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.79	3.87	0.55	5.31	0.23	1.97	2.72	5.18	1.21	0.57	9.33	5.47
50th-Percentile Queue Length [ft/ln]	19.76	96.70	13.73	132.68	5.83	49.15	68.00	129.51	30.26	14.22	233.28	136.82
95th-Percentile Queue Length [veh/ln]	1.42	6.96	0.99	9.09	0.42	3.54	4.90	8.91	2.18	1.02	14.34	9.31
95th-Percentile Queue Length [ft/ln]	35.57	174.06	24.71	227.14	10.50	88.47	122.39	222.83	54.47	25.60	358.53	232.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.52	46.75	40.52	53.54	31.38	33.59	47.95	12.49	9.81	57.97	19.46	17.02
Movement LOS	E	D	D	D	C	C	D	B	A	E	B	B
d_A, Approach Delay [s/veh]	47.14			46.34			22.06			19.28		
Approach LOS	D			D			C			B		
d_I, Intersection Delay [s/veh]	27.79											
Intersection LOS	C											
Intersection V/C	0.668											

Emissions

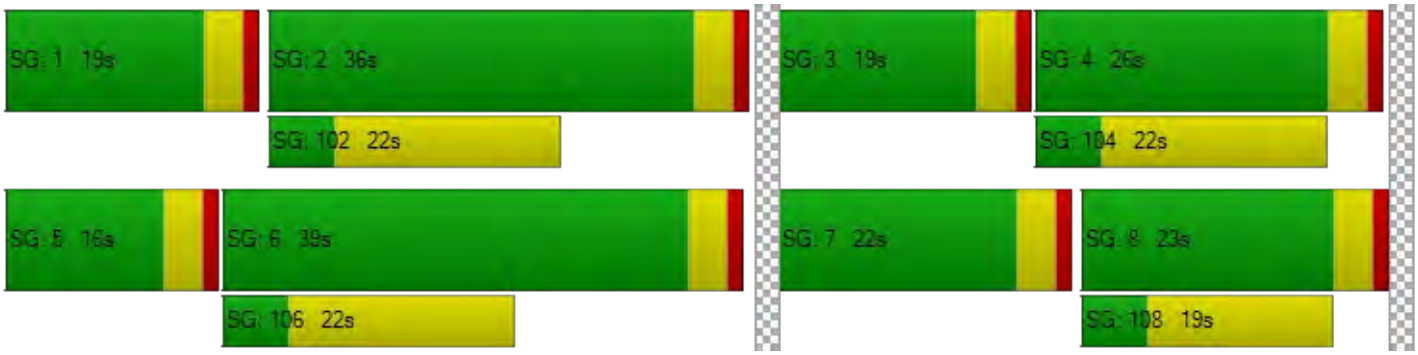
Vehicle Miles Traveled [mph]	0.76	8.71	0.68	6.08	0.38	2.99	29.20	58.13	16.30	9.05	271.01	175.75
Stops [stops/h]	28.45	278.50	19.76	191.06	8.40	70.77	195.83	186.50	43.57	20.48	335.93	197.02
Fuel consumption [US gal/h]	0.50	4.83	0.34	3.41	0.14	1.16	4.38	4.51	1.15	0.71	15.27	9.60
CO [g/h]	35.27	337.42	23.42	238.27	9.69	81.33	306.27	315.33	80.47	49.61	1067.05	671.14
NOx [g/h]	6.86	65.65	4.56	46.36	1.88	15.82	59.59	61.35	15.66	9.65	207.61	130.58
VOC [g/h]	8.17	78.20	5.43	55.22	2.25	18.85	70.98	73.08	18.65	11.50	247.30	155.54

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.406	2.539	2.590	2.528
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	380	440	640	700
d_b, Bicycle Delay [s]	32.81	30.42	23.12	21.13
l_b,int, Bicycle LOS Score for Intersection	1.856	2.055	2.819	3.139
Bicycle LOS	A	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W San Bernardino / SR-210 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	36.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.593

Intersection Setup

Name	SR210 SB Ramps			SR210 SB Ramps			W San Bernardino			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	225.00	100.00	150.00	65.00	100.00	35.00	100.00	100.00	100.00	155.00	100.00	120.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR210 SB Ramps			SR210 SB Ramps			W San Bernardino			W San Bernardino Ave		
Base Volume Input [veh/h]	6	4	43	365	314	373	72	314	30	44	286	322
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	4	43	365	314	373	72	314	30	44	286	322
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	11	98	84	100	19	84	8	12	76	86
Total Analysis Volume [veh/h]	6	4	46	390	336	399	77	336	32	47	306	344
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Maximum Green [s]	17	26	26	32	41	0	13	25	0	21	33	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	5.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	21.0	21.0	0.0	20.0	0.0	0.0	17.0	0.0	0.0	20.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21.0	30.0	30.0	36.0	45.0	0.0	17.0	29.0	0.0	25.0	37.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0.9	8.1	16.4	28.2	35.4	35.4	6.7	63.4	63.4	4.3	61.0	61.0
g / C, Green / Cycle	0.01	0.07	0.14	0.23	0.29	0.29	0.06	0.53	0.53	0.04	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.03	0.22	0.09	0.25	0.04	0.07	0.07	0.03	0.16	0.22
s, saturation flow rate [veh/h]	1781	1870	1589	1781	3560	1589	1781	3560	1789	1781	1870	1589
c, Capacity [veh/h]	14	127	218	418	1050	469	100	1880	944	64	949	807
d1, Uniform Delay [s]	59.23	52.21	45.99	44.98	32.93	39.82	55.88	14.35	14.37	57.30	17.39	18.56
k, delay calibration	0.11	0.11	0.11	0.32	0.11	0.12	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.10	0.10	0.48	22.14	0.17	4.77	11.84	0.14	0.29	15.31	0.90	1.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.03	0.21	0.93	0.32	0.85	0.77	0.13	0.13	0.74	0.32	0.43
d, Delay for Lane Group [s/veh]	77.33	52.31	46.47	67.11	33.11	44.60	67.73	14.49	14.66	72.61	18.29	20.21
Lane Group LOS	E	D	D	E	C	D	E	B	B	E	B	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.25	0.12	1.26	13.87	3.85	11.61	2.63	1.71	1.80	1.68	5.18	6.30
50th-Percentile Queue Length [ft/ln]	6.35	2.91	31.38	346.69	96.26	290.15	65.71	42.80	44.95	42.08	129.55	157.57
95th-Percentile Queue Length [veh/ln]	0.46	0.21	2.26	19.97	6.93	17.19	4.73	3.08	3.24	3.03	8.92	10.42
95th-Percentile Queue Length [ft/ln]	11.43	5.24	56.49	499.37	173.26	429.82	118.29	77.04	80.91	75.75	222.88	260.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.33	52.31	46.47	67.11	33.11	44.60	67.73	14.54	14.66	72.61	18.29	20.21
Movement LOS	E	D	D	E	C	D	E	B	B	E	B	C
d_A, Approach Delay [s/veh]	50.19			48.97			23.75			22.90		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	36.35											
Intersection LOS	D											
Intersection V/C	0.593											

Emissions

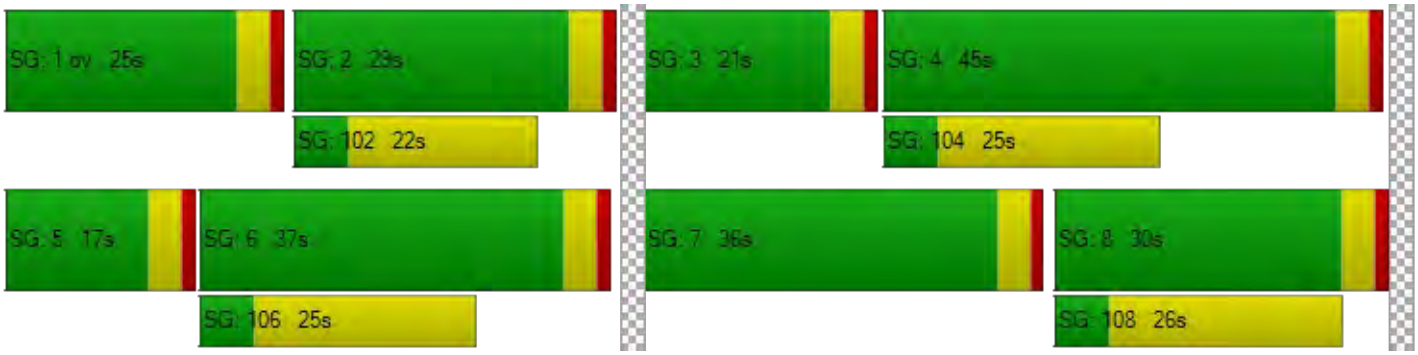
Vehicle Miles Traveled [mph]	0.27	0.18	2.07	16.81	14.49	17.20	1.82	5.76	2.96	6.38	41.56	46.72
Stops [stops/h]	7.62	3.49	37.66	416.03	231.02	348.17	78.86	102.73	53.94	50.50	155.46	189.08
Fuel consumption [US gal/h]	0.15	0.07	0.73	8.32	4.14	6.25	1.57	1.52	0.79	1.24	3.71	4.38
CO [g/h]	10.32	4.84	50.89	581.31	289.13	437.05	109.88	106.40	55.38	86.41	259.23	306.34
NOx [g/h]	2.01	0.94	9.90	113.10	56.25	85.03	21.38	20.70	10.77	16.81	50.44	59.60
VOC [g/h]	2.39	1.12	11.79	134.72	67.01	101.29	25.47	24.66	12.83	20.03	60.08	71.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.407	2.617	2.541	2.707
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	683	417	550
d_b, Bicycle Delay [s]	36.82	26.00	37.60	31.54
l_b,int, Bicycle LOS Score for Intersection	1.652	2.488	1.804	2.710
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



780 W San Bernardino

Vistro File: Z:\...\MVH26003 Vistro.vistro
Report File: Z:\...\E PM.pdf

Scenario 2 E PM
6/30/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W San Bernardino Ave / Texas St	Signalized	HCM 7th Edition	WB Left	0.800	21.6	C
2	W San Bernardino / SR-210 NB Ramps	Signalized	HCM 7th Edition	WB Left	0.783	37.6	D
3	W San Bernardino / SR-210 SB Ramps	Signalized	HCM 7th Edition	EB Left	0.461	34.1	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W San Bernardino Ave / Texas St

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	Texas St			Texas St			W San Bernardino Ave			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	210.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Texas St			Texas St			W San Bernardino Ave			W San Bernardino Ave		
Base Volume Input [veh/h]	86	136	55	52	185	50	50	586	48	52	322	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	136	55	52	185	50	50	586	48	52	322	41
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	37	15	14	51	14	14	161	13	14	88	11
Total Analysis Volume [veh/h]	95	149	60	57	203	55	55	644	53	57	354	45
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Flashing Yellow Arrow				No								
Signal Group	0	8	0	0	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						4,5						
Maximum Green [s]	0	21	0	0	21	21	14	30	0	7	23	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	10.0	10.0	0.0	7.0	0.0	0.0	14.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0.0	25.0	0.0	0.0	25.0	25.0	18.0	34.0	0.0	11.0	27.0	0.0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	10	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No	No	No	No		No	No	
Maximum Recall		No			No	No	No	No		No	No	
Pedestrian Recall		No			No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	R	L	C	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19.7	19.7	19.7	27.1	3.4	34.9	3.4	34.9	34.9
g / C, Green / Cycle	0.28	0.28	0.28	0.39	0.05	0.50	0.05	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.25	0.05	0.11	0.03	0.03	0.38	0.03	0.19	0.03
s, saturation flow rate [veh/h]	1202	1173	1870	1589	1781	1845	1781	1870	1589
c, Capacity [veh/h]	406	107	526	617	88	920	87	931	791
d1, Uniform Delay [s]	25.05	20.89	20.27	13.58	32.64	14.15	32.72	10.89	9.09
k, delay calibration	0.32	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.92	4.12	0.46	0.06	7.12	5.82	8.19	1.18	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.53	0.39	0.09	0.63	0.76	0.66	0.38	0.06
d, Delay for Lane Group [s/veh]	32.96	25.01	20.73	13.64	39.76	19.97	40.91	12.07	9.22
Lane Group LOS	C	C	C	B	D	B	D	B	A
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.53	0.85	2.59	0.53	1.06	9.18	1.08	3.01	0.32
50th-Percentile Queue Length [ft/ln]	138.30	21.30	64.75	13.13	26.51	229.54	26.92	75.18	7.92
95th-Percentile Queue Length [veh/ln]	9.39	1.53	4.66	0.95	1.91	14.15	1.94	5.41	0.57
95th-Percentile Queue Length [ft/ln]	234.73	38.34	116.56	23.63	47.72	353.78	48.46	135.32	14.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.96	32.96	32.96	25.01	20.73	13.64	39.76	19.97	19.97	40.91	12.07	9.22
Movement LOS	C	C	C	C	C	B	D	B	B	D	B	A
d_A, Approach Delay [s/veh]	32.96			20.27			21.42			15.40		
Approach LOS	C			C			C			B		
d_I, Intersection Delay [s/veh]	21.64											
Intersection LOS	C											
Intersection V/C	0.800											

Emissions

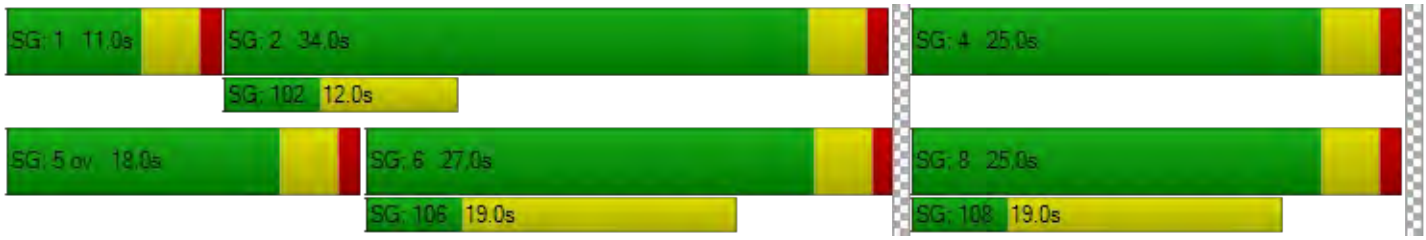
Vehicle Miles Traveled [mph]	7.17	2.88	10.25	2.78	26.20	331.97	3.87	24.02	3.05
Stops [stops/h]	284.50	43.81	133.21	27.00	54.54	472.20	55.38	154.65	16.29
Fuel consumption [US gal/h]	3.91	0.65	2.01	0.42	1.82	19.11	1.30	3.62	0.39
CO [g/h]	273.04	45.48	140.80	29.09	127.55	1335.62	90.57	252.77	27.38
NOx [g/h]	53.12	8.85	27.39	5.66	24.82	259.86	17.62	49.18	5.33
VOC [g/h]	63.28	10.54	32.63	6.74	29.56	309.54	20.99	58.58	6.34

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	0.00	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.004	2.257	0.000	2.646
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	857	657
d_b, Bicycle Delay [s]	17.15	17.15	11.43	15.78
l_b,int, Bicycle LOS Score for Intersection	2.061	2.079	2.800	2.312
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W San Bernardino / SR-210 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	37.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

Name	Tennessee St			SR-210 SB Ramps			W San Bernardino Ave			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	30.00	130.00	100.00	130.00	140.00	100.00	165.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Tennessee St			SR-210 SB Ramps			W San Bernardino Ave			W San Bernardino Ave		
Base Volume Input [veh/h]	31	484	51	282	43	108	556	579	170	27	305	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	484	51	282	43	108	556	579	170	27	305	229
Peak Hour Factor	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	129	14	75	11	29	148	154	45	7	81	61
Total Analysis Volume [veh/h]	33	514	54	300	46	115	591	615	181	29	324	243
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	18	19	0	22	23	0	21	36	0	7	22	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	22.0	23.0	0.0	26.0	27.0	0.0	25.0	40.0	0.0	11.0	26.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3.1	16.9	16.9	18.7	32.5	32.5	19.8	45.6	45.6	2.8	28.6	28.6
g / C, Green / Cycle	0.03	0.17	0.17	0.19	0.33	0.33	0.20	0.46	0.46	0.03	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.03	0.17	0.02	0.07	0.17	0.33	0.11	0.02	0.17	0.15
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	56	600	268	334	607	516	684	853	725	50	536	455
d1, Uniform Delay [s]	47.82	40.39	35.78	39.72	23.38	24.58	38.81	22.04	16.69	48.02	30.80	30.06
k, delay calibration	0.11	0.11	0.11	0.27	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.74	3.65	0.37	18.30	0.05	0.22	3.43	5.24	0.82	10.29	5.01	4.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.86	0.20	0.90	0.08	0.22	0.86	0.72	0.25	0.58	0.61	0.53
d, Delay for Lane Group [s/veh]	57.56	44.04	36.14	58.02	23.43	24.80	42.24	27.27	17.51	58.31	35.81	34.49
Lane Group LOS	E	D	D	E	C	C	D	C	B	E	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.96	6.37	1.16	8.80	0.76	2.00	7.24	12.44	2.66	0.85	7.38	5.42
50th-Percentile Queue Length [ft/ln]	23.97	159.37	28.92	220.00	18.92	49.92	180.99	310.92	66.54	21.34	184.58	135.49
95th-Percentile Queue Length [veh/ln]	1.73	10.52	2.08	13.67	1.36	3.59	11.65	18.22	4.79	1.54	11.84	9.24
95th-Percentile Queue Length [ft/ln]	43.14	262.89	52.06	341.63	34.05	89.86	291.31	455.51	119.77	38.41	295.98	230.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.56	44.04	36.14	58.02	23.43	24.80	42.24	27.27	17.51	58.31	35.81	34.49
Movement LOS	E	D	D	E	C	C	D	C	B	E	D	C
d_A, Approach Delay [s/veh]	44.08			46.28			32.38			36.37		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	37.57											
Intersection LOS	D											
Intersection V/C	0.783											

Emissions

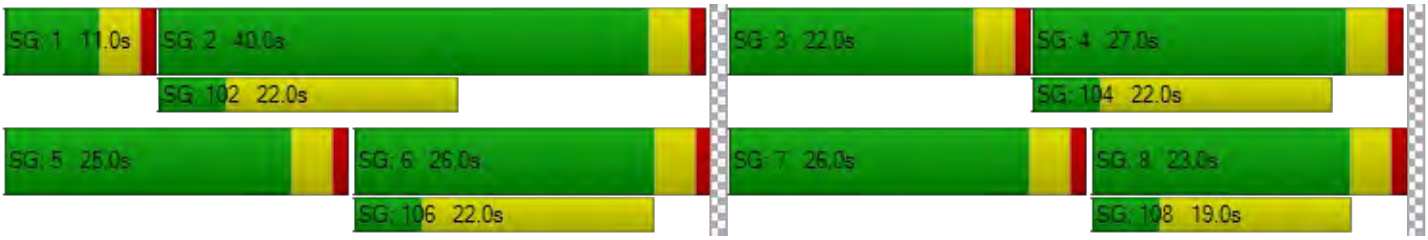
Vehicle Miles Traveled [mph]	0.93	14.54	1.53	9.46	1.45	3.63	80.26	83.52	24.58	13.81	154.32	115.74
Stops [stops/h]	34.51	458.99	41.65	316.81	27.24	71.89	521.26	447.72	95.82	30.73	265.79	195.11
Fuel consumption [US gal/h]	0.62	7.74	0.69	5.68	0.43	1.13	11.26	9.33	2.19	1.08	10.18	7.55
CO [g/h]	43.03	541.09	48.24	397.12	30.02	78.75	787.34	651.84	152.83	75.67	711.72	527.61
NOx [g/h]	8.37	105.28	9.39	77.27	5.84	15.32	153.19	126.82	29.74	14.72	138.47	102.65
VOC [g/h]	9.97	125.40	11.18	92.04	6.96	18.25	182.47	151.07	35.42	17.54	164.95	122.28

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.474	2.659	2.669	2.519
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	380	460	720	440
d_b, Bicycle Delay [s]	32.81	29.65	20.48	30.42
l_b,int, Bicycle LOS Score for Intersection	2.055	2.320	3.848	2.543
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W San Bernardino / SR-210 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	34.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	SR210 SB Ramps			SR210 SB Ramps			W San Bernardino			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	225.00	100.00	150.00	65.00	100.00	35.00	100.00	100.00	100.00	155.00	100.00	120.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR210 SB Ramps			SR210 SB Ramps			W San Bernardino			W San Bernardino Ave		
Base Volume Input [veh/h]	38	35	326	288	521	200	48	715	89	114	198	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	35	326	288	521	200	48	715	89	114	198	109
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	9	83	73	133	51	12	182	23	29	51	28
Total Analysis Volume [veh/h]	39	36	333	294	532	204	49	730	91	116	202	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	3	8	8	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Maximum Green [s]	22	26	26	26	30	0	17	25	0	17	25	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	5.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	21.0	21.0	0.0	20.0	0.0	0.0	17.0	0.0	0.0	20.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	26.0	30.0	30.0	30.0	34.0	0.0	21.0	29.0	0.0	21.0	29.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3.6	11.0	30.8	20.2	27.6	27.6	4.0	47.1	47.1	15.8	58.9	58.9
g / C, Green / Cycle	0.03	0.10	0.28	0.18	0.25	0.25	0.04	0.43	0.43	0.14	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.21	0.17	0.15	0.13	0.03	0.15	0.16	0.07	0.11	0.07
s, saturation flow rate [veh/h]	1781	1870	1589	1781	3560	1589	1781	3560	1766	1781	1870	1589
c, Capacity [veh/h]	59	186	445	326	890	397	65	1522	755	257	1000	850
d1, Uniform Delay [s]	52.59	45.46	36.05	43.94	36.38	35.50	52.48	21.30	21.34	43.09	13.34	12.79
k, delay calibration	0.11	0.11	0.17	0.22	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.13	0.50	3.91	16.43	0.65	1.03	15.64	0.66	1.35	1.24	0.45	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.19	0.75	0.90	0.60	0.51	0.75	0.36	0.36	0.45	0.20	0.13
d, Delay for Lane Group [s/veh]	64.72	45.96	39.96	60.37	37.02	36.53	68.13	21.96	22.69	44.33	13.79	13.11
Lane Group LOS	E	D	D	E	D	D	E	C	C	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.26	0.93	8.54	9.26	6.34	4.80	1.62	4.86	5.01	2.98	2.69	1.43
50th-Percentile Queue Length [ft/ln]	31.55	23.24	213.53	231.56	158.44	119.91	40.56	121.39	125.32	74.46	67.24	35.64
95th-Percentile Queue Length [veh/ln]	2.27	1.67	13.33	14.25	10.47	8.39	2.92	8.47	8.68	5.36	4.84	2.57
95th-Percentile Queue Length [ft/ln]	56.78	41.83	333.35	356.33	261.65	209.70	73.01	211.74	217.12	134.04	121.03	64.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.72	45.96	39.96	60.37	37.02	36.53	68.13	22.14	22.69	44.33	13.79	13.11
Movement LOS	E	D	D	E	D	D	E	C	C	D	B	B
d_A, Approach Delay [s/veh]	42.85			43.59			24.79			21.87		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	34.10											
Intersection LOS	C											
Intersection V/C	0.461											

Emissions

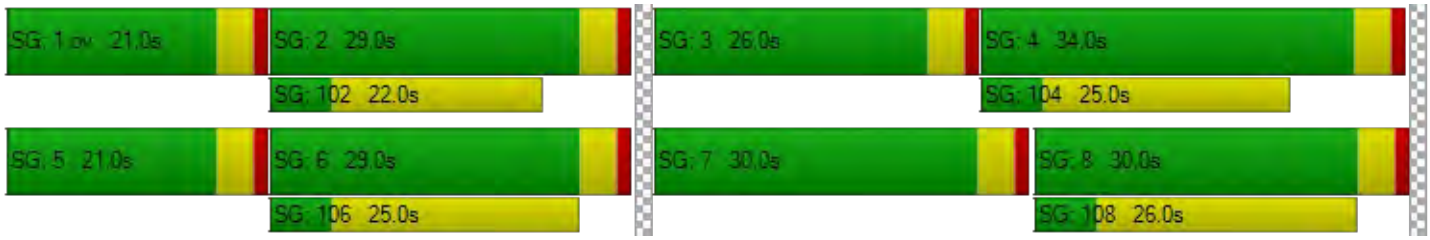
Vehicle Miles Traveled [mph]	1.75	1.62	14.95	12.68	22.94	8.80	1.16	12.97	6.49	15.75	27.43	15.07
Stops [stops/h]	41.30	30.42	279.53	303.13	414.82	156.97	53.10	317.82	164.06	97.48	88.02	46.66
Fuel consumption [US gal/h]	0.81	0.57	4.87	5.81	7.24	2.75	1.02	4.73	2.44	2.23	2.18	1.17
CO [g/h]	56.89	39.93	340.23	405.99	506.36	191.92	71.33	330.97	170.43	156.13	152.56	82.09
NOx [g/h]	11.07	7.77	66.20	78.99	98.52	37.34	13.88	64.40	33.16	30.38	29.68	15.97
VOC [g/h]	13.18	9.25	78.85	94.09	117.35	44.48	16.53	76.71	39.50	36.18	35.36	19.03

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.535	2.550	2.567	2.754
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	545	455	455
d_b, Bicycle Delay [s]	32.07	29.09	32.84	32.84
l_b,int, Bicycle LOS Score for Intersection	2.233	2.409	2.038	2.267
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



EXISTING PLUS PROJECT
TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: W San Bernardino Ave / Texas St

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.778

Intersection Setup

Name	Texas St						W San Bernardino Ave			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	210.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Texas St						W San Bernardino Ave			W San Bernardino Ave		
Base Volume Input [veh/h]	63	146	27	60	179	123	97	253	32	49	563	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	3	13	3	11	0	15	0	8	32	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	146	30	73	182	134	97	268	32	57	595	168
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	41	8	21	51	38	27	76	9	16	168	47
Total Analysis Volume [veh/h]	71	165	34	82	206	151	110	303	36	64	672	190
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Flashing Yellow Arrow				No								
Signal Group	0	8	0	0	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						4,5						
Maximum Green [s]	0	19	0	0	19	19	10	23	0	16	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	10.0	10.0	0.0	7.0	0.0	0.0	14.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0.0	23.0	0.0	0.0	23.0	23.0	14.0	27.0	0.0	20.0	33.0	0.0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	10	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No	No	No	No		No	No	
Maximum Recall		No			No	No	No	No		No	No	
Pedestrian Recall		No			No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	R	L	C	L	C	R
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17.7	17.7	17.7	27.7	6.0	36.6	3.7	34.3	34.3
g / C, Green / Cycle	0.25	0.25	0.25	0.40	0.09	0.52	0.05	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.22	0.07	0.11	0.09	0.06	0.18	0.04	0.36	0.12
s, saturation flow rate [veh/h]	1207	1183	1870	1589	1781	1836	1781	1870	1589
c, Capacity [veh/h]	370	106	472	629	153	959	96	917	779
d1, Uniform Delay [s]	25.54	24.56	21.98	14.14	31.18	9.79	32.52	14.19	10.33
k, delay calibration	0.30	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.47	11.29	0.64	0.20	6.24	1.02	7.86	5.17	0.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.77	0.44	0.24	0.72	0.35	0.67	0.73	0.24
d, Delay for Lane Group [s/veh]	33.02	35.85	22.61	14.33	37.42	10.81	40.37	19.36	11.07
Lane Group LOS	C	D	C	B	D	B	D	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.92	1.53	2.78	1.51	2.01	2.93	1.20	7.97	1.53
50th-Percentile Queue Length [ft/ln]	123.00	38.29	69.48	37.87	50.29	73.14	29.88	199.24	38.24
95th-Percentile Queue Length [veh/ln]	8.56	2.76	5.00	2.73	3.62	5.27	2.15	12.60	2.75
95th-Percentile Queue Length [ft/ln]	213.94	68.92	125.06	68.17	90.53	131.65	53.78	314.98	68.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.02	33.02	33.02	35.85	22.61	14.33	37.42	10.81	10.81	40.37	19.36	11.07
Movement LOS	C	C	C	D	C	B	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	33.02			22.24			17.33			19.11		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.19											
Intersection LOS	C											
Intersection V/C	0.778											

Emissions

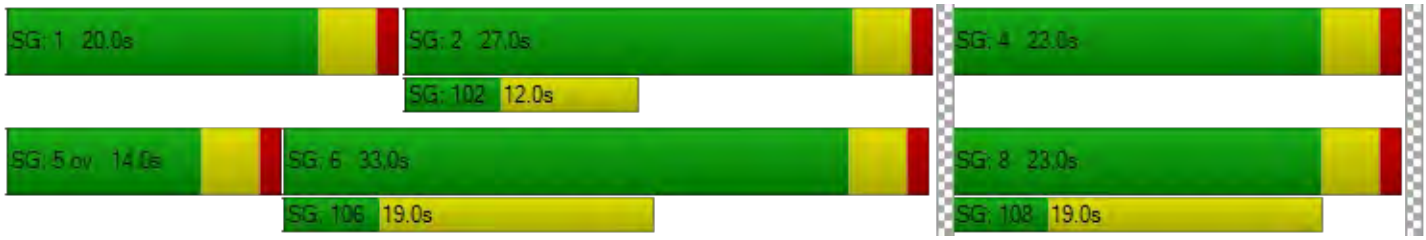
Vehicle Miles Traveled [mph]	6.37	3.85	9.66	7.08	52.39	161.46	4.34	45.61	12.89
Stops [stops/h]	253.03	78.77	142.93	77.91	103.46	150.45	61.46	409.86	78.67
Fuel consumption [US gal/h]	3.47	1.19	2.14	1.16	3.57	8.22	1.44	9.31	1.85
CO [g/h]	242.86	83.31	149.27	81.26	249.26	574.86	100.58	650.56	129.19
NOx [g/h]	47.25	16.21	29.04	15.81	48.50	111.85	19.57	126.58	25.14
VOC [g/h]	56.29	19.31	34.59	18.83	57.77	133.23	23.31	150.77	29.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	0.00	26.58
l_p,int, Pedestrian LOS Score for Intersectio	1.985	2.340	0.000	2.728
Crosswalk LOS	A	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	543	543	657	829
d_b, Bicycle Delay [s]	18.58	18.58	15.78	12.01
l_b,int, Bicycle LOS Score for Intersection	2.005	2.284	2.300	3.088
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W San Bernardino / SR-210 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	28.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Tennessee St			SR-210 NB Ramps			W San Bernardino Ave			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	30.00	130.00	100.00	130.00	140.00	100.00	165.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Tennessee St			SR-210 NB Ramps			W San Bernardino Ave			W San Bernardino Ave		
Base Volume Input [veh/h]	25	290	23	182	11	90	203	404	113	18	537	348
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	6	0	0	0	7	0	7	20	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	290	25	188	11	90	203	411	113	25	557	364
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	77	7	50	3	24	54	109	30	7	148	97
Total Analysis Volume [veh/h]	27	308	27	199	12	95	215	436	120	27	591	386
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	15	19	0	18	22	0	11	32	0	15	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19.0	23.0	0.0	22.0	26.0	0.0	15.0	36.0	0.0	19.0	40.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2.7	11.0	11.0	13.1	21.4	21.4	8.5	57.2	57.2	2.7	51.3	51.3
g / C, Green / Cycle	0.03	0.11	0.11	0.13	0.21	0.21	0.09	0.57	0.57	0.03	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.02	0.09	0.02	0.11	0.01	0.06	0.06	0.23	0.08	0.02	0.32	0.24
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	49	394	176	233	400	340	296	1068	908	49	959	816
d1, Uniform Delay [s]	48.03	43.30	40.24	42.52	31.08	32.85	44.59	11.99	9.94	48.03	17.33	15.66
k, delay calibration	0.11	0.11	0.11	0.15	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.48	3.44	0.40	11.76	0.03	0.44	3.41	1.16	0.30	9.48	2.96	1.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.78	0.15	0.85	0.03	0.28	0.73	0.41	0.13	0.55	0.62	0.47
d, Delay for Lane Group [s/veh]	57.52	46.74	40.64	54.28	31.11	33.29	48.00	13.14	10.24	57.52	20.29	17.62
Lane Group LOS	E	D	D	D	C	C	D	B	B	E	C	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.79	3.87	0.62	5.52	0.23	1.96	2.72	5.46	1.25	0.79	9.98	5.87
50th-Percentile Queue Length [ft/ln]	19.76	96.69	15.48	138.12	5.80	48.89	68.04	136.60	31.13	19.76	249.42	146.66
95th-Percentile Queue Length [veh/ln]	1.42	6.96	1.11	9.38	0.42	3.52	4.90	9.30	2.24	1.42	15.16	9.84
95th-Percentile Queue Length [ft/ln]	35.57	174.05	27.86	234.49	10.44	88.00	122.47	232.43	56.03	35.57	378.92	245.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.52	46.74	40.64	54.28	31.11	33.29	48.00	13.14	10.24	57.52	20.29	17.62
Movement LOS	E	D	D	D	C	C	D	B	B	E	C	B
d_A, Approach Delay [s/veh]	47.09			46.86			22.41			20.27		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	28.25											
Intersection LOS	C											
Intersection V/C	0.686											

Emissions

Vehicle Miles Traveled [mph]	0.76	8.71	0.76	6.27	0.38	2.99	29.20	59.21	16.30	12.86	281.49	183.85
Stops [stops/h]	28.45	278.48	22.29	198.89	8.36	70.40	195.95	196.70	44.82	28.45	359.16	211.20
Fuel consumption [US gal/h]	0.50	4.83	0.38	3.56	0.14	1.16	4.38	4.69	1.17	1.00	16.01	10.12
CO [g/h]	35.27	337.38	26.41	248.50	9.63	80.79	306.48	327.88	81.69	70.08	1119.27	707.36
NOx [g/h]	6.86	65.64	5.14	48.35	1.87	15.72	59.63	63.79	15.89	13.64	217.77	137.63
VOC [g/h]	8.17	78.19	6.12	57.59	2.23	18.72	71.03	75.99	18.93	16.24	259.40	163.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.408	2.543	2.596	2.544
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	380	440	640	720
d_b, Bicycle Delay [s]	32.81	30.42	23.12	20.48
l_b,int, Bicycle LOS Score for Intersection	1.858	2.065	2.832	3.216
Bicycle LOS	A	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W San Bernardino / SR-210 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	36.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	SR210 SB Ramps			SR210 SB Ramps			W San Bernardino			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	225.00	100.00	150.00	65.00	100.00	35.00	100.00	100.00	100.00	155.00	100.00	120.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR210 SB Ramps			SR210 SB Ramps			W San Bernardino			W San Bernardino Ave		
Base Volume Input [veh/h]	6	4	43	365	314	373	72	314	30	44	286	322
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	6	0	0	0	0	0	3	0	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	4	44	371	314	373	72	314	30	47	286	339
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	12	99	84	100	19	84	8	13	76	91
Total Analysis Volume [veh/h]	6	4	47	397	336	399	77	336	32	50	306	363
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	3	8	8	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Maximum Green [s]	17	26	26	32	41	0	13	25	0	21	33	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	5.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	21.0	21.0	0.0	20.0	0.0	0.0	17.0	0.0	0.0	20.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	21.0	30.0	30.0	36.0	45.0	0.0	17.0	29.0	0.0	25.0	37.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0.9	8.2	16.7	28.6	35.9	35.9	6.7	62.6	62.6	4.5	60.5	60.5
g / C, Green / Cycle	0.01	0.07	0.14	0.24	0.30	0.30	0.06	0.52	0.52	0.04	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.03	0.22	0.09	0.25	0.04	0.07	0.07	0.03	0.16	0.23
s, saturation flow rate [veh/h]	1781	1870	1589	1781	3560	1589	1781	3560	1789	1781	1870	1589
c, Capacity [veh/h]	14	128	223	425	1065	475	100	1857	933	68	941	800
d1, Uniform Delay [s]	59.23	52.15	45.73	44.77	32.54	39.35	55.89	14.75	14.77	57.13	17.69	19.17
k, delay calibration	0.11	0.11	0.11	0.33	0.11	0.12	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.10	0.10	0.47	22.73	0.17	4.34	11.85	0.15	0.30	14.50	0.92	1.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.03	0.21	0.93	0.32	0.84	0.77	0.13	0.13	0.74	0.33	0.45
d, Delay for Lane Group [s/veh]	77.33	52.25	46.19	67.50	32.71	43.69	67.74	14.89	15.07	71.63	18.61	21.03
Lane Group LOS	E	D	D	E	C	D	E	B	B	E	B	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.25	0.12	1.28	14.18	3.82	11.48	2.63	1.74	1.83	1.77	5.24	6.84
50th-Percentile Queue Length [ft/ln]	6.35	2.91	31.96	354.41	95.60	287.08	65.72	43.52	45.70	44.35	130.90	170.89
95th-Percentile Queue Length [veh/ln]	0.46	0.21	2.30	20.35	6.88	17.04	4.73	3.13	3.29	3.19	8.99	11.12
95th-Percentile Queue Length [ft/ln]	11.43	5.24	57.53	508.78	172.07	426.02	118.29	78.33	82.26	79.84	224.72	278.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.33	52.25	46.19	67.50	32.71	43.69	67.74	14.94	15.07	71.63	18.61	21.03
Movement LOS	E	D	D	E	C	D	E	B	B	E	B	C
d_A, Approach Delay [s/veh]	49.90			48.78			24.09			23.51		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	36.42											
Intersection LOS	D											
Intersection V/C	0.607											

Emissions

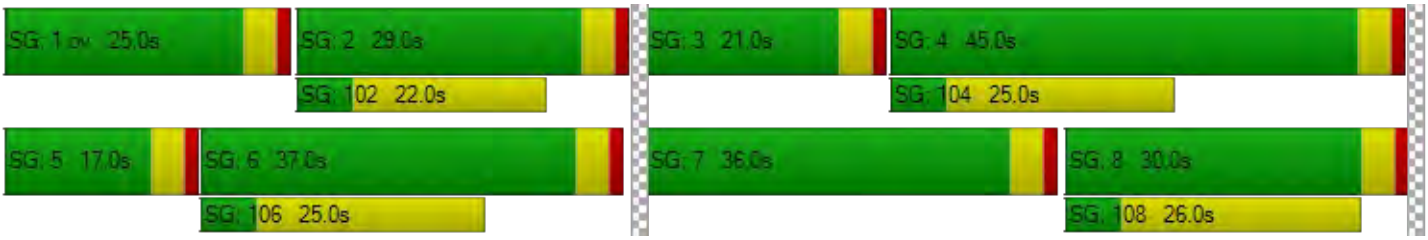
Vehicle Miles Traveled [mph]	0.27	0.18	2.11	17.12	14.49	17.20	1.82	5.76	2.96	6.79	41.56	49.30
Stops [stops/h]	7.62	3.49	38.35	425.29	229.43	344.50	78.86	104.45	54.84	53.23	157.08	205.07
Fuel consumption [US gal/h]	0.15	0.07	0.74	8.51	4.10	6.16	1.57	1.55	0.81	1.30	3.74	4.72
CO [g/h]	10.32	4.84	51.76	594.64	286.62	430.50	109.89	108.44	56.44	91.04	261.23	329.62
NOx [g/h]	2.01	0.94	10.07	115.70	55.77	83.76	21.38	21.10	10.98	17.71	50.83	64.13
VOC [g/h]	2.39	1.12	12.00	137.81	66.43	99.77	25.47	25.13	13.08	21.10	60.54	76.39

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.408	2.622	2.541	2.712
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	683	417	550
d_b, Bicycle Delay [s]	36.82	26.00	37.60	31.54
l_b,int, Bicycle LOS Score for Intersection	1.654	2.494	1.804	2.746
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W San Bernardino / Proj Dwy 1

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.102

Intersection Setup

Name	Proj Dwy 1		W San Bernardino Ave		W San Bernardino	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Proj Dwy 1		W San Bernardino Ave		W San Bernardino	
Base Volume Input [veh/h]	0	0	0	340	780	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	40	18	13	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	40	18	353	780	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	5	88	195	1
Total Analysis Volume [veh/h]	0	40	18	353	780	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.02	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	15.17	9.34	0.00	0.00	0.00
Movement LOS		C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.34	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.41	0.76	0.76	0.00	0.00
d_A, Approach Delay [s/veh]	15.17		0.45		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 8: Texas Street / Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Texas Street		Texas Street		Project Driveway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Texas Street		Texas Street		Project Driveway 2	
Base Volume Input [veh/h]	411	0	0	362	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	26	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	411	0	0	362	26	0
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	0	0	102	7	0
Total Analysis Volume [veh/h]	464	0	0	409	29	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	12.91	10.15
Movement LOS	A			A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.76	4.76
d_A, Approach Delay [s/veh]	0.00		0.00		12.91	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	B					

780 W San Bernardino

Vistro File: Z:\...\MVH26003 Vistro.vistro
Report File: Z:\...\EP PM 07.10.2026.pdf

Scenario 4 EP PM
7/10/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W San Bernardino Ave / Texas St	Signalized	HCM 7th Edition	WB Left	0.818	24.5	C
2	W San Bernardino / SR-210 NB Ramps	Signalized	HCM 7th Edition	SB Left	0.807	38.6	D
3	W San Bernardino / SR-210 SB Ramps	Signalized	HCM 7th Edition	WB Left	0.553	34.3	C
4	W San Bernardino / Proj Dwy 1	Two-way stop	HCM 7th Edition	SB Right	0.041	10.9	B
8	Texas Street / Project Driveway 2	Two-way stop	HCM 7th Edition	WB Left	0.030	10.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W San Bernardino Ave / Texas St

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.818

Intersection Setup

Name	Texas St						W San Bernardino Ave			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	210.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Texas St						W San Bernardino Ave			W San Bernardino Ave		
Base Volume Input [veh/h]	86	136	55	52	185	50	50	586	48	52	322	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	8	2	7	0	37	0	5	21	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	136	63	60	187	57	50	623	48	57	343	41
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	37	17	16	51	16	14	171	13	16	94	11
Total Analysis Volume [veh/h]	95	149	69	66	205	63	55	685	53	63	377	45
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Flashing Yellow Arrow				No								
Signal Group	0	8	0	0	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						4,5						
Maximum Green [s]	0	24	0	0	24	24	17	35	0	9	27	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	10.0	10.0	0.0	7.0	0.0	0.0	14.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0.0	28.0	0.0	0.0	28.0	28.0	21.0	39.0	0.0	13.0	31.0	0.0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	10	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No	No	No	No		No	No	
Maximum Recall		No			No	No	No	No		No	No	
Pedestrian Recall		No			No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	R	L	C	L	C	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22.9	22.9	22.9	30.5	3.6	41.3	3.8	41.5	41.5
g / C, Green / Cycle	0.29	0.29	0.29	0.38	0.04	0.52	0.05	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.26	0.06	0.11	0.04	0.03	0.40	0.04	0.20	0.03
s, saturation flow rate [veh/h]	1202	1163	1870	1589	1781	1847	1781	1870	1589
c, Capacity [veh/h]	403	92	536	607	81	953	85	969	824
d1, Uniform Delay [s]	28.66	24.48	22.87	15.91	37.61	15.61	37.61	11.63	9.56
k, delay calibration	0.34	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.73	9.88	0.45	0.07	9.59	6.13	12.03	1.18	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.72	0.38	0.10	0.68	0.77	0.74	0.39	0.05
d, Delay for Lane Group [s/veh]	38.39	34.36	23.32	15.99	47.20	21.74	49.64	12.81	9.69
Lane Group LOS	D	C	C	B	D	C	D	B	A
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.72	1.28	3.05	0.73	1.26	11.29	1.43	3.68	0.36
50th-Percentile Queue Length [ft/ln]	168.03	32.06	76.36	18.14	31.41	282.21	35.82	92.05	8.97
95th-Percentile Queue Length [veh/ln]	10.97	2.31	5.50	1.31	2.26	16.80	2.58	6.63	0.65
95th-Percentile Queue Length [ft/ln]	274.33	57.70	137.44	32.65	56.54	419.97	64.48	165.68	16.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.39	38.39	38.39	34.36	23.32	15.99	47.20	21.74	21.74	49.64	12.81	9.69
Movement LOS	D	D	D	C	C	B	D	C	C	D	B	A
d_A, Approach Delay [s/veh]	38.39			24.12			23.51			17.31		
Approach LOS	D			C			C			B		
d_I, Intersection Delay [s/veh]	24.47											
Intersection LOS	C											
Intersection V/C	0.818											

Emissions

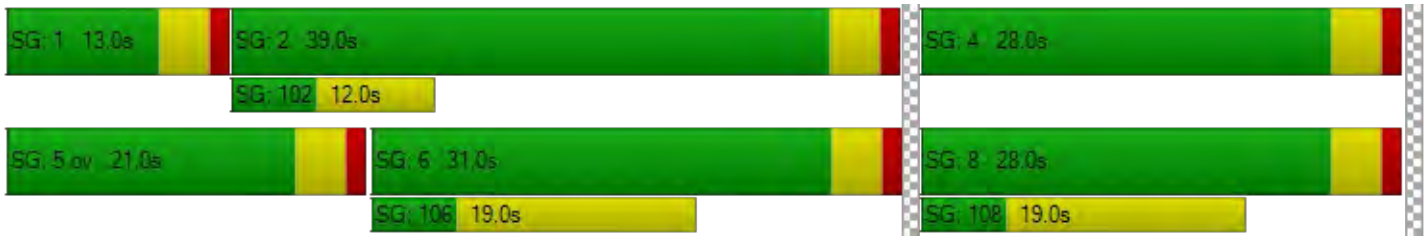
Vehicle Miles Traveled [mph]	7.38	3.10	9.62	2.96	26.20	351.50	4.28	25.59	3.05
Stops [stops/h]	302.46	57.70	137.44	32.65	56.54	507.98	64.48	165.68	16.15
Fuel consumption [US gal/h]	4.42	0.91	2.13	0.51	1.92	20.54	1.58	3.92	0.39
CO [g/h]	308.96	63.45	148.76	35.44	134.14	1435.86	110.77	274.02	27.55
NOx [g/h]	60.11	12.35	28.94	6.90	26.10	279.37	21.55	53.31	5.36
VOC [g/h]	71.60	14.71	34.48	8.21	31.09	332.77	25.67	63.51	6.39

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	0.00	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.020	2.269	0.000	2.698
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	875	675
d_b, Bicycle Delay [s]	19.60	19.60	12.66	17.56
l_b,int, Bicycle LOS Score for Intersection	2.076	2.111	2.868	2.360
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W San Bernardino / SR-210 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	38.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	Tennessee St			SR-210 SB Ramps			W San Bernardino Ave			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	30.00	130.00	100.00	130.00	140.00	100.00	165.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Tennessee St			SR-210 SB Ramps			W San Bernardino Ave			W San Bernardino Ave		
Base Volume Input [veh/h]	31	484	51	282	43	108	556	579	170	27	305	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	14	0	0	0	17	0	4	13	11
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	484	57	296	43	108	556	596	170	31	318	240
Peak Hour Factor	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	129	15	79	11	29	148	158	45	8	84	64
Total Analysis Volume [veh/h]	33	514	61	315	46	115	591	633	181	33	338	255
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	18	19	0	22	23	0	20	37	0	6	23	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	22.0	23.0	0.0	26.0	27.0	0.0	24.0	41.0	0.0	10.0	27.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3.1	16.8	16.8	19.5	33.3	33.3	19.6	44.7	44.7	3.0	28.0	28.0
g / C, Green / Cycle	0.03	0.17	0.17	0.20	0.33	0.33	0.20	0.45	0.45	0.03	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.04	0.18	0.02	0.07	0.17	0.34	0.11	0.02	0.18	0.16
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	56	599	267	348	621	528	679	835	710	54	524	446
d1, Uniform Delay [s]	47.82	40.44	35.98	39.34	22.86	24.04	38.95	23.17	17.29	47.91	31.61	30.84
k, delay calibration	0.11	0.11	0.11	0.29	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.74	3.72	0.43	19.94	0.05	0.20	3.63	6.39	0.87	10.76	6.00	5.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.86	0.23	0.91	0.07	0.22	0.87	0.76	0.26	0.61	0.64	0.57
d, Delay for Lane Group [s/veh]	57.56	44.16	36.41	59.28	22.91	24.24	42.58	29.56	18.16	58.67	37.61	36.10
Lane Group LOS	E	D	D	E	C	C	D	C	B	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.96	6.38	1.31	9.38	0.75	1.97	7.27	13.43	2.72	0.97	7.93	5.85
50th-Percentile Queue Length [ft/ln]	23.97	159.60	32.87	234.42	18.67	49.26	181.77	335.83	68.05	24.25	198.30	146.17
95th-Percentile Queue Length [veh/ln]	1.73	10.53	2.37	14.40	1.34	3.55	11.69	19.44	4.90	1.75	12.55	9.81
95th-Percentile Queue Length [ft/ln]	43.14	263.19	59.16	359.97	33.60	88.66	292.32	486.10	122.49	43.64	313.77	245.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.56	44.16	36.41	59.28	22.91	24.24	42.58	29.56	18.16	58.67	37.61	36.10
Movement LOS	E	D	D	E	C	C	D	C	B	E	D	D
d_A, Approach Delay [s/veh]	44.11			47.30			33.57			38.11		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	38.64											
Intersection LOS	D											
Intersection V/C	0.807											

Emissions

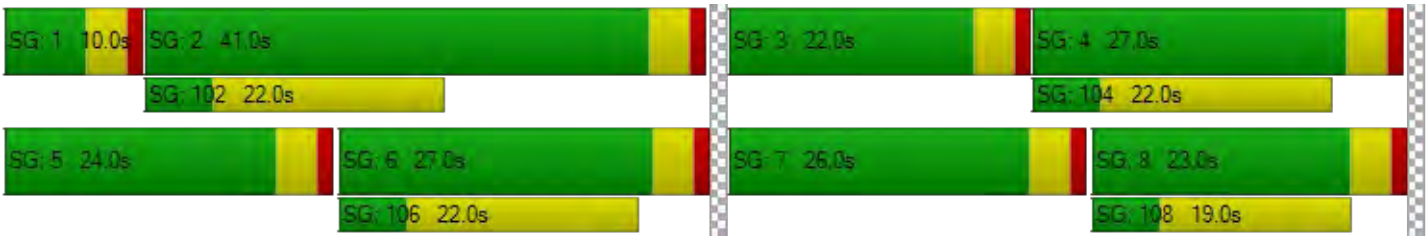
Vehicle Miles Traveled [mph]	0.93	14.54	1.73	9.93	1.45	3.63	80.26	85.97	24.58	15.72	160.99	121.45
Stops [stops/h]	34.51	459.64	47.33	337.57	26.88	70.93	523.49	483.60	97.99	34.91	285.55	210.48
Fuel consumption [US gal/h]	0.62	7.76	0.78	6.07	0.42	1.11	11.32	10.02	2.22	1.23	10.79	8.04
CO [g/h]	43.03	542.20	54.83	424.53	29.55	77.48	791.08	700.26	155.33	86.25	754.35	561.72
NOx [g/h]	8.37	105.49	10.67	82.60	5.75	15.07	153.92	136.24	30.22	16.78	146.77	109.29
VOC [g/h]	9.97	125.66	12.71	98.39	6.85	17.96	183.34	162.29	36.00	19.99	174.83	130.18

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.476	2.664	2.675	2.536
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	380	460	740	460
d_b, Bicycle Delay [s]	32.81	29.65	19.85	29.65
l_b,int, Bicycle LOS Score for Intersection	2.061	2.345	3.878	2.593
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W San Bernardino / SR-210 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	34.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.553

Intersection Setup

Name	SR210 SB Ramps			SR210 SB Ramps			W San Bernardino			W San Bernardino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	225.00	100.00	150.00	65.00	100.00	35.00	100.00	100.00	100.00	155.00	100.00	120.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR210 SB Ramps			SR210 SB Ramps			W San Bernardino			W San Bernardino Ave		
Base Volume Input [veh/h]	38	35	326	288	521	200	48	715	89	114	198	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	3	14	0	0	0	0	0	2	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	35	329	302	521	200	48	715	89	116	198	120
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	9	84	77	133	51	12	182	23	30	51	31
Total Analysis Volume [veh/h]	39	36	336	308	532	204	49	730	91	118	202	122
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	3	8	8	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Maximum Green [s]	21	26	26	23	28	0	10	22	0	13	25	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	5.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	21.0	21.0	0.0	20.0	0.0	0.0	17.0	0.0	0.0	20.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	25.0	30.0	30.0	27.0	32.0	0.0	14.0	26.0	0.0	17.0	29.0	0.0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16.0	14.6	28.3	19.5	18.1	18.1	6.7	40.2	40.2	9.7	43.2	43.2
g / C, Green / Cycle	0.16	0.15	0.28	0.20	0.18	0.18	0.07	0.40	0.40	0.10	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.21	0.17	0.15	0.13	0.03	0.15	0.16	0.07	0.11	0.08
s, saturation flow rate [veh/h]	1781	1870	1589	1781	3560	1589	1781	3560	1766	1781	1870	1589
c, Capacity [veh/h]	286	273	450	347	644	287	119	1432	710	172	808	687
d1, Uniform Delay [s]	36.02	37.16	32.61	39.17	39.45	38.50	44.80	21.12	21.16	43.71	18.08	17.47
k, delay calibration	0.11	0.11	0.50	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	0.22	10.82	7.60	2.78	3.23	2.29	0.78	1.58	4.78	0.74	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.14	0.13	0.75	0.89	0.83	0.71	0.41	0.38	0.39	0.69	0.25	0.18
d, Delay for Lane Group [s/veh]	36.23	37.38	43.43	46.77	42.23	41.73	47.09	21.90	22.74	48.49	18.82	18.03
Lane Group LOS	D	D	D	D	D	D	D	C	C	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.83	0.78	8.61	7.99	6.46	4.91	1.24	4.59	4.76	3.04	3.08	1.81
50th-Percentile Queue Length [ft/ln]	20.80	19.53	215.32	199.66	161.61	122.74	30.91	114.71	118.98	75.88	77.11	45.26
95th-Percentile Queue Length [veh/ln]	1.50	1.41	13.43	12.62	10.63	8.54	2.23	8.10	8.34	5.46	5.55	3.26
95th-Percentile Queue Length [ft/ln]	37.44	35.16	335.64	315.52	265.85	213.59	55.64	202.53	208.43	136.58	138.80	81.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.23	37.38	43.43	46.77	42.23	41.73	47.09	22.11	22.74	48.49	18.82	18.03
Movement LOS	D	D	D	D	D	D	D	C	C	D	B	B
d_A, Approach Delay [s/veh]	42.22			43.47			23.58			26.52		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	34.32											
Intersection LOS	C											
Intersection V/C	0.553											

Emissions

Vehicle Miles Traveled [mph]	1.75	1.62	15.09	13.28	22.94	8.80	1.16	12.97	6.49	16.03	27.43	16.57
Stops [stops/h]	29.95	28.13	310.06	287.51	465.43	176.75	44.51	330.36	171.34	109.26	111.04	65.18
Fuel consumption [US gal/h]	0.53	0.50	5.30	5.07	8.09	3.07	0.76	4.80	2.48	2.43	2.52	1.49
CO [g/h]	36.71	34.65	370.73	354.14	565.32	214.66	53.35	335.29	173.43	169.69	175.90	104.14
NOx [g/h]	7.14	6.74	72.13	68.90	109.99	41.76	10.38	65.23	33.74	33.02	34.22	20.26
VOC [g/h]	8.51	8.03	85.92	82.07	131.02	49.75	12.36	77.71	40.19	39.33	40.77	24.14

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.531	2.550	2.563	2.755
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	560	440	500
d_b, Bicycle Delay [s]	27.38	25.92	30.42	28.13
l_b,int, Bicycle LOS Score for Intersection	2.238	2.421	2.038	2.289
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W San Bernardino / Proj Dwy 1

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Proj Dwy 1		W San Bernardino Ave		W San Bernardino	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Proj Dwy 1		W San Bernardino Ave		W San Bernardino	
Base Volume Input [veh/h]	0	0	0	693	415	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	26	45	8	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	26	45	701	415	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	11	175	104	3
Total Analysis Volume [veh/h]	0	26	45	701	415	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.04	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.93	8.23	0.00	0.00	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.08	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.21	1.92	1.92	0.00	0.00
d_A, Approach Delay [s/veh]	10.93		0.50		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.55					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 8: Texas Street / Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Texas Street		Texas Street		Project Driveway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Texas Street		Texas Street		Project Driveway 2	
Base Volume Input [veh/h]	227	0	0	287	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	0	0	287	17	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	0	0	79	5	0
Total Analysis Volume [veh/h]	249	0	0	315	19	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	10.91	9.17
Movement LOS	A			A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	2.34	2.34
d_A, Approach Delay [s/veh]	0.00		0.00		10.91	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	B					

AB 130: CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR INFILL HOUSING UNDER PUBLIC RESOURCES CODE SECTION 21080.66

The following information is required to establish eligibility for a CEQA exemption under Public Resources Code ("PRC") Section 21080.66. Applications that are not eligible for the PRC Section 21080.66 exemption or that do not provide sufficient information to determine eligibility will not be processed in accordance with Assembly Bill 130 or PRC Section 21080.66. A project that is eligible for the exemption shall be subject to tribal consultation, shall require a Phase I Environmental Assessment and other environmental requirements, and may potentially be subject to specified labor and wage requirements.

ELIGIBILITY CRITERIA	COMPLIES?
Project is a "housing development project", as defined in subdivision (b) of Section 65905.5 of the Government Code	Yes, the project proposes 100% residential uses.
The project site is in an urban area as defined by the US Census Bureau (Urban Areas Map)	Yes, project is within the City of Redlands, an incorporated municipality.
The project site is 20 acres or smaller	Yes, property is 6.5 gross acres and 5.9 net acres.
The project site meets any of the following regarding urban uses. "Urban uses"[1] means any current or former residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses: • Has been previously developed with an urban use • At least 75% of the perimeter of the site adjoins parcels that are developed with urban uses • At least 75% of the area within a one-quarter mile radius is developed with urban uses • For sites with four sides, at least three out of four sides are developed with urban uses and at least two-thirds of the perimeter of the site adjoins parcels that are developed with urban uses.	Yes, the Property was previously developed with a "commercial development": a citrus packing facility. Constructed in the 1920s, the Redlands Heights Groves Orange packing house operated until approximately 2002 and was demolished between 2006 and 2009.
The proposed project is consistent with the General Plan and Zoning Ordinance	Yes, with the exception of density increases, incentives, and waiver permitted by the Density Bonus Law. The Project will comply with the applicable land use regulation pursuant to the City's General Plan and the Redlands Municipal Code.
The project will be at least one-half of the applicable density specified in Government Code Section 65583.2(c)(3)(B). Depending on the type of jurisdiction (nonmetropolitan, suburban, or metropolitan), the minimum density ranges from 5 to 15 dwelling units per acre.	Yes, the Project proposes 194 dwelling units on 5.565 acres; equating to 34.90 dwelling unites per acre.
A phase I environmental assessment has been completed[2]	Yes, a Phase 1 and Phase 2 are provided. A condition of approval has been added for a developer funding agreement to be executed for the technical review of the environmental

	assessments by a qualified consultant.
If the proposed project is within 500 feet of a freeway: • The building shall have a centralized heating, ventilation, and air-conditioning system. • The outdoor air intakes for the heating, ventilation, and air-conditioning system shall face away from the freeway. • The building shall provide air filtration media for outside and return air that provides a minimum efficiency reporting value of 16. • The air filtration media shall be replaced at the manufacturer's designated interval. • The building shall not have any balconies facing the freeway.	Yes, the project is not within 500 ft. of a freeway. It is over 2,400 ft. away from the nearest freeway.
The housing development project complies with the local inclusionary housing ordinance, if applicable.	Yes, 9% of the base density of 164 d.u. is 15. The project proposes 17.
The lot proposed to be subdivided is not located on: • Coastal zone. • Prime farmland or farmland of statewide importance, or protected agricultural land.	NA Categorized as grazing land on CA Dept. of Conservation but not as prime or farmland of statewide importance.
• Wetlands.	The Project is not within a wetland, per USFWS National Wetlands Inventory.
• Very high fire hazard severity zones or State Responsibility Areas UNLESS site will adopt fire hazard mitigation measures as described in: o Section 4290 of the Public Resources Code o Section 4291 of the Public Resources Code or Section 51182 o Chapter 7A of the California Building Code (Title 24 of the California Code of Regulations)	The Project is not within a very high fire hazard severity zone, per Office of the State Fire Marshal's Fire Hazard Severity Map.
• A hazardous waste site.[3]	Not a hazardous waste site, per the Cortese List of hazardous waste sites.
• A delineated earthquake fault zone.[4]	Not within a delineated earthquake fault zone, per CA Dept. of Conservation Earthquake Zones of Required Investigation.
• A 100-year floodplain.[5] • A regulatory floodway.[6]	Not within a 100-year flood hazard area nor regulatory floodway, per FEMA's National Flood Hazard Layer Viewer.
• Natural community conservation plan area. • Land under conservation easement.	Not on lands identified for conservation within the

• Habitat for protected species.	City's 2035 General Plan or subject to conservation easement. A Biological Analysis Report dated November 18, 2026, concluded the site does not provide habitat value for endangered, rare, or threatened species. Therefore, it was determined that the project will have "no effect" on federally or state-listed species known in the area. In addition, the project will not affect designated Critical Habitats, jurisdictional waters, or regional wildlife movement corridors or linkages.
The proposed project does not require demolition of a historic structure that was placed on a national, state, or local historic register before the date a preliminary application was submitted for the project pursuant to Section 65941.1 of the Government Code.	Yes, Project site is vacant with no structures to be demolished.
No part of the proposed project is designated for use as a hotel, motel, bed and breakfast inn, or other transitional lodging**,** not including residential hotels.[7]	Yes, Project does not propose transient lodging.

[1] **Urban Uses** are defined as "any current or previous residential or commercial development, public institution, or public park that is surrounded by other urban uses, parking lot or structure, transit or transportation passenger facility, or retail use, or any combination of those uses." (Pub. Res. Code § 21080.66(g)(3).)

[2] **Phase I environmental assessment** is defined in Section 78095 of the Health and Safety Code.

- If a recognized environmental condition is found, the development proponent shall complete a preliminary endangerment assessment, as defined in Section 78095 of the Health and Safety Code, prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.
- If a release of a hazardous substance is found to exist on the site, the release shall be removed or any effects of the release shall be mitigated to levels required by current federal and state statutory and regulatory standards before the local government issues a certificate of occupancy.
- If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to levels required by current federal and state statutory and regulatory standards before the local government issues a certificate of occupancy.

[3] **Hazardous Waste Sites:** Development is prohibited on hazardous waste sites UNLESS the State Department of Public Health, State Water Resources Control Board, local agency, or Department of Toxic Substances Control has cleared the site for residential use or residential mixed uses.

[4] **Delineated Earthquake Fault Zones:** Development is prohibited in delineated earthquake fault zones UNLESS the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission under the California Building Standards Law and by any local building department under Chapter 12.2 (commencing with Section 8875) of Division 1 of Title 2.

[5] **Floodplains:** Development is prohibited in a FEMA 100-year floodplain UNLESS the development can satisfy all applicable federal qualifying criteria and either of the following are met:

- The site has been subject to a Letter of Map Revision prepared by the Federal Emergency Management Agency and issued to the local jurisdiction.

• The site meets FEMA requirements necessary to meet minimum floodplain management criteria of the National Flood Insurance Program.

[6] **Floodways:** Development is prohibited in floodways UNLESS the development has received a no-rise certification in accordance with Section 60.3(d)(3) of Title 44 of the Code of Federal Regulations.

[7] **Residential hotels** are defined as any building containing six or more guestrooms or efficiency units, which are used, rented, or hired out, to be occupied for sleeping purposes by guests, and is also the primary residence of those guests. Buildings which are primarily used by transient guests who do not occupy that building as their primary residence are not included in the definition of residential hotels.

Resources:

Law Text: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB130

Census Designated Urban Areas Map (2020):
https://www.arcgis.com/apps/mapviewer/index.html?url=https://tigerweb.geo.census.gov/arcgis/rest/services/TIGERweb/Urban/MapServer

California Department of Conservation Important Farmland Finder:
https://maps.conservation.ca.gov/dlrp/ciff/

Fish & Wildlife Service National Wetlands Inventory:
https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/

SOCIO-ECONOMIC EVALUATION CHECKLIST FORM

BACKGROUND

1. Project Title: Commission Review and Approval No. 984 and Conditional Use Permit No. 1221

2. Lead Agency Name and Address:
City of Redlands
Development Services Department
35 Cajon Street, Suite 20
Redlands, CA 92373

Mailing Address:
City of Redlands
Development Services – Planning
P.O. Box 3005
Redlands, CA 92373

3. Contact Person & Telephone: Jazmin Serrato, Associate Planner (909) 798-7555

4. Project Location: The project is located at the northeast corner of W. San Bernardino Avenue and Texas Street in the General Commercial (C-3) zoning district (APN: 0167-101-13-0000).

5. Project Sponsor's Name and Address: Monte Vista Homes

6. General Plan Designation: Commercial

7. Existing Zoning Designation: C-3 (General Commercial)

8. Proposed Zoning Designation: C-3 (General Commercial)

9. Description of Project: The applicant proposes to construct a 194-unit apartment complex comprising of five three-story buildings including 17 units for Lower Income households, a leasing office, site amenities, and related site improvements on an approximately 6.5 gross-acre site. The residential units include one-, two-, and three-bedroom unit typologies ranging from 758 square feet to 1,283 square feet.

   The project is eligible for a Density Bonus Agreement pursuant to Density Bonus Law (Government Code § 65915 et seq.). Through this agreement, the applicant may request and be entitled to a 20% density bonus, reductions to on-site parking requirements, one incentive, and unlimited waivers or reductions to any development standards that would physically preclude the development of a project at the allowable density. The proposed project would restrict a total of 17 units to Lower Income households, which is 10% of the base unit count of the project (167 DU x 0.10 = 17), for affordable housing in exchange for approval of a density bonus. By providing 17 affordable housing units, the allowable density bonus is equivalent to 20% of the allowable base unit count (167 DU x 0.2 = 34 units). The Density Bonus would allow a total of 201 units, but the applicant is requesting a density bonus of 27 units, an increase in density of approximately 16%.

10. Existing On-site Land Use and Setting: The subject property is flat in topography and vacant.

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): None.

COST BENEFIT FACTORS:

The cost benefit factors are evaluated independently using the cost benefit model. A positive or negative cost/benefit ratio will be derived by evaluating projects. A complete model used to evaluate the project is available in the Development Services Department. A summary of that analysis is provided here:

In accordance with Measure U growth management policies, staff prepared a socio-economic cost/benefit study (Attachment G) in accordance with the procedures under City Council Resolution No. 5580. The study concludes that the proposed development will neither create an unmitigable physical blight nor overburden public services, and it estimates that the project would result in an annual revenue/cost ratio of 0.81, with annual residential revenues anticipated to be approximately $106,988 to the City and annual recurring costs of approximately $132,641, for an annual deficit of $25,653. This result is consistent with the model's fundamental assumption that residential development may have a slightly negative recurring fiscal impact, meaning the City spends more on providing services than it receives in associated revenues. Accordingly, tax and other revenues attributable to the development may not fully offset the cost of City-provided services, and a portion of these costs would likely need to be supported through other City revenue sources beyond those attributable to the development (e.g., property tax, indirect sales tax). However, the broader regional social and economic benefits associated with increasing the housing supply (including units affordable to lower-income households) are considered to outweigh these potential fiscal impacts. Lastly, it is important to note the model also does not account for revenues generated by Measure T, the local one-percent sales tax increase in effect since 2021.

PUBLIC INFRASTRUCTURE AND EFFECT ON THE CITY OF REDLANDS:

Identify the public infrastructure required for development of this project and identify the source(s) of funding for these improvements. Identify the effects of such development upon the City of Redlands.

a) *List of public infrastructure required for the project:*

The applicant will provide the infrastructure as required by the Land Use Engineering Division and the Municipal Utilities & Engineering Department. The developer will be installing all required project site frontage and any related off-site improvements, including curb and gutter, parkway, and street lights.

b) *Sources of funding for these improvements to include developer installed payment of impact fees, assessment districts, etc.:*

The developer will directly fund the construction of any required new infrastructure to serve the project and the developer will be required to pay applicable Development Impact Fees and permit fees as required by the Redlands Municipal Code.

c) *The effect of the project upon the City of Redlands relative to public infrastructure is as follows:*

This project will impact existing public infrastructure systems. However, any impact or maintenance costs will be offset by the developer's payment of Development Impact Fees and extension of utility lines into the project site.

BENEFITS OF THE PROJECT TO THE CITY OF REDLANDS:

The following is a list of benefits that can be attributed to the proposed project. The benefits may fall into the categories identified or a miscellaneous category. Each benefit identified will be described in detail with supporting reasons as to how the item benefits the community.

A. Citrus Enhancements or Preservation. Does the project preserve citrus? The following are accepted ways to enhance or preserve citrus which may be determined to be a benefit to the City of Redlands.

1. Provide conservation easement(s) on citrus groves the City hopes to preserve.
2. Acquire citrus grove(s) and donate all or a portion of the grove to the City.
3. Enhance viability and productivity of existing groves by enhancing irrigation or adding frost water.
4. Maintain a viable buffer of citrus around the project (at least 3 rows).
5. Other ways to preserve citrus.

If this project provides benefit(s) that apply to citrus enhancement or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The project will not benefit citrus or agriculture. No citrus will be removed by the project and no agriculture or citrus preservation is proposed.

B. Cultural Enhancements or Preservation. Does the project enhance or preserve cultural aspects of the community? The following are accepted ways to enhance and/or preserve cultural aspects of the community which may be determined to be a benefit to the City of Redlands.

1. Contributes to "art in public places" concept to a minimum of 1% of total project value.
2. Contributes to the alleviation of problems at cultural sites.
3. Provides an electronic library available to the public.
4. Enhances or contributes to current services or cultural resources.
5. Contribute to performing arts venues.

If this project provides benefit(s) that apply to cultural enhancements or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The project does not propose contributions or enhancements to cultural aspects of the community. The project will pay City established Development Impact Fees

and provide additional revenue from increased property tax assessment, business license tax, and other revenue sources that will indirectly provide funding that will contribute to enhancing and/or maintaining some of the cultural facilities within the City.

C. Heritage Enhancements or Preservation. Does the project enhance or preserve heritage aspects of the community? The following are accepted ways to enhance and/or preserve heritage aspects of the community which may be determined to be a benefit to the City of Redlands.

1. Renovates existing historic homes.
2. The project has design features which include garage doors do not face street; 50% wrap around porch on 1-1/2 sides; broad overhangs on roof; driveway located on the side of house or a circular drive; decorative wood, masonry or wrought iron fence.
3. Adaptive reuse of historic structures in appropriate zones.
4. Forming a new or annexing to an existing historic district.
5. Designation of a structure as an individual historic resource.

If this project provides benefit(s) that apply to heritage enhancements or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The property is not located within a Historic and Scenic District. The site does not contain any historical structures. No structures on site are considered historic and therefore no structures on the site will be adaptively reused.

D. Architectural Enhancements. Does the project enhance architectural aspects of the community? The following are accepted ways to enhance architectural aspects of the community which may be determined to be a benefit to the City of Redlands.

1. Provide architectural or decorative enhancements to the project which exceed normal architectural standards.
2. Trees or other landscaping amenities that exceed minimum requirements.
3. Contribution of off-site enhancements in the public right-of-way, such as sidewalk installation and street tree replacement.
4. Assisting in undergrounding of utility lines.

If this project provides benefit(s) that apply to architectural enhancements, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The project includes public landscape areas within parkway areas and landscaped setback areas along West San Bernardino Avenue and Texas Street. The project includes 360-degree architecture with projections and recessed elements on all four sides and significantly exceeds landscaping for the C-3 District by landscaping 20% of the parking area.

E. Historic Downtown Enhancements or Preservation. Does the project enhance or preserve the historic downtown of the community? The following are accepted ways to enhance and/or preserve the historic downtown of the community which may be determined to be a benefit to the

City of Redlands.

1. Contributes financially to viability of core downtown within expanded downtown.
2. Renovate old buildings.
3. Within an expanded downtown extends DRBA streetscape enhancements.
4. Contributing to the restoration of original building facades of existing structures
5. Re-establishing historical "pedestrian oriented" street frontages where original buildings have been removed.
6. Provides unique adaptive use of historic building.
7. Contributes to alternative means of transportation.

If this project provides benefit(s) that apply to historic downtown enhancements or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The project is not located within the historic downtown district. The project will pay City established Development Impact Fees and provide significant additional revenue from increased property tax assessment, business license tax, and other revenue sources that will indirectly provide funding that could be utilized to enhance and/or maintain the downtown district.

F. Job Enhancements. Does the project enhance jobs for the community? The following are accepted ways to enhance jobs for the community which may be determined to be a benefit to the City of Redlands.

1. Provides jobs for the community.
2. Brings in revenue from outside the city.
3. Internship opportunities for students at universities, high school and colleges.

If this project provides benefit(s) that apply to job enhancements, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The project is a multi-family residential development, which will create some jobs. Jobs created may be related to those related to the construction activities necessary to develop the apartment project area and those required to provide the services related to the operation and maintenance of the project upon completion.

The additional housing opportunities provided by the project will be available to local and regional employees who work in Redlands, and some may be able to relocate to Redlands as a result of expanded housing opportunities. It is also anticipated that the presence of these new residents will stimulate other sectors of the local economy (i.e., goods, services, and other expenditures in Redlands due to the additional local residents and their family members).

G. Open Space Enhancements or Preservation. Does the project enhance or preserve open

space aspects of the community? The following are accepted ways to enhance and/or preserve open space within the community which may be determined to be a benefit to the City of Redlands.

1. Hardscape feature that enhances wildlife-water/food/ shelter.
2. Enhanced landscape on commercial project which conceals infrastructure.
3. Waterscaping which increases illusion of open space.
4. Provides open space in addition to zoning requirement.
5. Provides a Planned Residential Development
6. Provides a usable conservation easement across open space in perpetuity.
7. Preserves access for wildlife migration corridor.
8. Provides undisturbed refuge area for wildlife.

If this project provides benefit(s) that apply to open space enhancements or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The project will not detrimentally impact any open space features or amenities of the City of Redlands, nor affect wildlife. The project will provide both private and common outdoor open space areas that exceed the minimum requirements.

H. Park Enhancements or Preservation. Does the project enhance or preserve parks of the community? The following are accepted ways to enhance and/or preserve parks within the community which may be determined to be a benefit to the City of Redlands.

1. Adds improved parkland.
2. Adds parkland beyond requirements.
3. Provides pedestrian and/or bike trails to parks or provides extension of existing pedestrian and/or bike trails from the project site.
4. Adds meeting rooms accessible to local groups on a frequent basis.
5. Improves or adds to existing landscape and/or streetscape at or near the project site.

If this project provides benefit(s) that apply to park enhancements or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The proposed project does not enhance or preserve parks of the community but will provide onsite amenities for the onsite residents. The project will pay City established Development Impact Fees and provide additional revenue from increased property tax assessment, business license tax, and other revenue sources that will indirectly provide funding that will contribute to enhancing and/or maintaining some of the existing park facilities within the City.

I. Public Safety Enhancements. Does the project enhance public safety aspects of the community? The following are accepted ways to enhance public safety within the community which may be determined to be a benefit to the City of Redlands.

1. Security infrastructure is provided in an architecturally acceptable manner.
2. Exterior television monitoring on commercial project.
3. Provide a building site or fully equipped fire station or contributes to dedicated City account for future construction.
4. Provides significant additional fire equipment as determined by the Fire Department.
5. Provides for a police substation (subject to City approval).
6. Provides for a building site for a new facility.

If this project provides benefit(s) that apply to public safety enhancements, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The project will pay Development Impact Fees which have been established by the City to fund public facilities, including police and public safety services. The project will include security lighting adjacent to the building and parking areas. The project and its future residents will also provide additional revenue from increased property tax assessment and sales tax revenue, which will assist in funding police and public safety operations.

J. School Enhancements. Does the project enhance schools or their operations within the community? The following are accepted ways to enhance schools within the community which may be determined to be a benefit to the City of Redlands.

1. Senior citizen development adds revenue but no impact.
2. Provides day care and after school program(s).
3. Project is close to schools serving the project.
4. Contributes equipment or other enhancements to existing day care and after school programs.
5. Assist schools with land or financing (such as Mello Roos).

If this project provides benefit(s) that apply to schools, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The project site is within close proximity to schools in the community. The project will pay State-established School Fees that will assist in the future funding of school facilities. Future property owners will also pay the applicable annual property taxes.

K. Traffic. Does the project reduce traffic, enhance systems to improve traffic conditions or otherwise improve traffic within the community? The following are accepted ways to improve traffic within the community which may be determined to be a benefit to the City of Redlands.

1. Provide financial mitigation which helps alleviate parking problems in town i.e. by contributing to the parking district.
2. Incorporate “traffic calming” elements into the design of the circulation system.
3. Support for alternative forms of public transportation or public transportation facilities.
4. Add biking and pedestrian access to off campus intellectual or entertainment

resources.
5. Have a unique method of product/inventory delivery.

If this project provides benefit(s) that apply to traffic, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The project is located on an infill lot with existing streets that provide access and off-site parking for the neighborhood. Off-site improvements have been or will be installed in accordance with the Redlands Municipal Code and the Redlands General Plan Circulation Element. The project will also pay Development Impact Fees established by the City as a fair share contribution toward the development's impact on the local street system.

L. Wastewater System Enhancements. Does the project enhance the wastewater system within the community? The following are accepted ways to improve the wastewater system within the community which may be determined to be a benefit to the City of Redlands.

1. Provide a dual system to use potable and non-potable water.
2. Provide financial contributions to tertiary facilities at the Wastewater Treatment Plant.
3. Improve water quality.

If this project provides benefit(s) that apply to the wastewater system, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The project will be required to construct any required public infrastructure and connections as a standard requirement for such development projects. The project does not warrant any improvements or expansion to the City-wide system, and the project does not propose any enhancements to the larger wastewater system. However, the project applicant will be required to pay their fair share of development impact fees for wastewater systems as a standard requirement for such development projects.

M. Miscellaneous Preservation or Enhancements. Does the project enhance or preserve elements within the community?

If this project provides benefit(s) that apply to enhancement or preservation of elements that are important to the City, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Proposed Project: The project does not provide any additional or miscellaneous enhancements or preservation of elements within the community other than those previously identified (discussion above).

SOCIAL FACTORS POTENTIALLY AFFECTED:

This project may create unmitigable physical blight or overburden public services for those social factors checked below within the "Potentially Significant," "Potentially Significant Unless Mitigation" or "Less Than Significant" as indicated by the checklist on the following pages.

___Agricultural/Citrus Removal	_x_Police Services	_x_Recreational Programs
___Wildlife/Habitat	___Downtown Impacts	___Land Use Compatibility
_x_Traffic	___Residential Design	_x_Schools
_x_Fire Services	___Cultural Facilities	
_x_Paramedic Services	_x_Park Facilities	

DETERMINATION
On the basis of this initial evaluation:

__ I find that the proposed project will not create unmitigable physical blight or overburden public services in the community, and no additional information or evaluation is needed.

X **I find that although the proposed project could create unmitigable physical blight or overburden public services in the community, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project by the applicant.**

__ I find that the proposed project may create unmitigable physical blight or overburden public services in the community, and additional information or evaluation is needed in the following areas:

__ I find that the proposed project has already been evaluated for socio-economic impacts and the prior evaluation adequately evaluated this project.

Signed:

Jazmin Serrato
Associate Planner
City of Redlands
September 24, 2026

EVALUATION OF SOCIAL FACTORS
Explanations of all "Potentially Significant," "Potentially Significant Unless Mitigation Incorporated," "Less Than Significant Impact," and "No Impact" answers are provided on the attached pages.

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AGRICULTURAL/CITRUS REMOVAL. Would the proposal:				
a) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?	___	___	___	✓
b) Remove active citrus groves from production?	___	___	___	✓

Agricultural/Citrus Removal – Discussion

a, b) *No Impact*. None of the project area is zoned for or in agricultural production. The project has a General Plan Designation of Commercial. There is no active agricultural use onsite. The property is not currently part of a larger farmland, orchard, or other agricultural purpose. However, while the project site has been used for agricultural purposes in the past, the site is zoned for Commercial uses.

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. WILDLIFE/HABITAT/OPEN SPACE PRESERVATION. Would the proposal:				
a) Eliminate or have negative impact upon wildlife corridors?	___	___	___	✓
b) Tend to urbanize open space impacting preservation and conservation of natural resources?	___	___	___	✓
c) Interfere with use of recognized trails used	___	___	___	✓

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
by joggers, hikers, equestrians or bicyclists?				
d) Eliminate, reduce, or have any negative impact upon wildlife habitat areas to include the protection of fringe or buffer areas?	—	—	—	✓

Wildlife/Habitat/Open Space Preservation – Discussion

a) No Impact. The project site is expected to be utilized by common, non-special-status wildlife for foraging and possibly breeding. However, the project site is situated in an urbanized area and does not represent a wildlife movement corridor as it (along with other small neighboring vacant lots) is largely bound on all sides by developments, possesses vegetation that is largely non-native that would support high levels of species diversity, and it is too small of an area to support significant wildlife movement. According to the Biological Due Diligence Analysis provided, no migratory wildlife corridors or native wildlife nursery sites were identified within the project site. The project site and surrounding area does not connect large areas of native habitats and development at this site would not preclude wildlife movement in otherwise open areas. Therefore, no impacts would occur as a result of the project.

b) No Impact. The project would not urbanize planned open space as designated on the General Plan Land Use Map there are no conservation areas located within the immediate vicinity of the project.

c) The project will not interfere with the use of recognized trails used by joggers, hikers, equestrians or bicyclists. The project is proposed on a generally flat, vacant parcel and it will include new sidewalk and bike lanes, which provide connectivity for pedestrian circulation within the area.

d) No Impact. The entire project area has been historically altered by mowing and discing, and all the landcover at the project site can be classified as Disturbed and/or Developed. Disturbed habitat type is composed primarily of early successional /ruderal plant species. Much of the vegetation present at the project site is non-native, and the site receives regular clearing to maintain compliance with fire code.

As determined in the *Biological Due Diligence Analysis* prepared for the project, none of the 90 special status plant species that are present in the region are expected to occur on the project site, primarily due to disturbance such as historical discing and recent mowing. Therefore, impacts to special-status plant species would not occur as a result of the

proposed project.

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. TRAFFIC. Would the proposal:				
a) Result in increased vehicle trips or congestion?	___	___	✓	___
b.) Create additional traffic so as to be in conflict with the policies of the General Plan?	___	___	✓	___
c.) Does traffic impact livability of a residential neighborhood on streets which, due to design or terrain features, street side development or other factors, have greater than usual sensitivity to increased traffic?	___	___	✓	___
d.) Create additional traffic so as to increase the level of service on roadways that are adjacent to or in the vicinity of the project?	___	___	✓	___

Traffic – Discussion

a, b, and d) *Less than Significant Impact.* The proposed project will result in increased vehicle trips within the project area; however, these vehicle trips would not cause an impact that would be in conflict with the policies of the General Plan. Measure U was an initiative approved by the voters of Redlands in 1997 to enact several principles of managed development within the City of Redlands. The principles in Measure U have been incorporated throughout the new 2035 General Plan, as well as several sections of the Redlands Municipal Code. The *Measure U Growth Management Analysis* evaluated the project using the applicable Measure U Policies identified in the Connected City Element of the City of Redlands 2035 General Plan as well as the County of San Bernardino Transportation Impact Study Guidelines (TIS Guidelines). The Measure U Policies are largely based on Level of Service (LOS) standards that measure traffic congestion. A detailed LOS evaluation is included in the *Measure U Growth Management Analysis* in order to demonstrate project compliance with Measure U. The *Measure U Growth Management Analysis* analyzes intersections surrounding the project site. All study intersections are currently operating and at

satisfactory levels of services.

The Measure U Growth Analysis also includes a forecast of the levels of service in a "with project" condition. In the with project conditions, all study area intersections are forecast to operate at satisfactory levels of services.

Based on Measure U guidelines, where the current LOS at a location within the city is below the LOS standard C, no development project shall be approved that cannot be mitigated so that it does not reduce the existing LOS at that location. he study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for Existing Year Plus Project conditions and therefore, no recommendations or fair share calculations are needed. As such, the project would not result in any unsatisfactory LOS; therefore, the project would be in compliance with Measure U, no mitigation is required, and impacts would be less than significant.

c) *Less than Significant Impact* The project will not create a traffic impact in terms of livability of a residential neighborhood which, due to design or terrain features, street side development or other factors, have greater than usual sensitivity to increased traffic. The project is a residential use. Final project site plans would be subject to City review and approval, which would ensure that project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. This would prevent any impacts due to a design feature.

Furthermore, a construction work site traffic control plan shall be submitted to the City for review and approval prior to the start of any construction work. The plans shall show the location of any roadway, sidewalk, bike route, bus stop or driveway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties.

Temporary traffic controls used around the construction area should adhere to the standards set forth in the California Manual of Uniform Traffic Control Devices and construction activities should adhere to applicable local ordinances. Consequently, on-site improvements and improvements adjacent to the site will be required in conjunction with the proposed development to ensure adequate circulation within the project.

A construction work site traffic control plan shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of any construction work. The plans shall show the location of any roadway, sidewalk, bike route, bus stop or driveway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. Temporary traffic controls used around the construction area must adhere to the standards set forth in the California Manual of Uniform Traffic Control Devices (2014) and construction activities should adhere to applicable local ordinances.

Site development would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction work at the site. Transportation of heavy construction equipment and or materials, which requires the use of oversized vehicles, will require the appropriate transportation permit. The City shall review all proposed development and construction work site traffic control plans to ensure that public, pedestrian, and school safety are addressed.

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. FIRE & PARAMEDIC SERVICES. Will the proposal result in:				
a) Requiring fire and paramedic services that are beyond the current capabilities of the Fire Department?	—	—	✓	—
b) An increase in response time for essential fire or paramedic services to the remainder of the community?	—	—	✓	—
c) The need for additional fire or paramedic facilities or equipment?	—	—	✓	—

Fire & Paramedic Services – Discussion

a-c) The project is located in the service area of the City of Redlands Fire Department. The Fire Department responds to medical emergencies, hazardous materials incidents, rescue calls, and motor-related accidents, in addition to regular fire suppression services. There are four stations in Redlands:

- Fire Station 261: 525 E Citrus Ave.
- Fire Station 262: 1690 Garden St.
- Fire Station 263: 10 W Pennsylvania Ave.
- Fire Station 264: 1270 W Park Ave.

The nearest fire station to the project site is Station 263, located approximately 0.7-miles southeast of the project site on Pennsylvania Avenue. The project may create an incremental increase in demand for fire services. To offset any incremental demand in fire protection and emergency medical services, development impact fees are collected at the time of building permit issuance for approved projects. The project as proposed is a mixed-use development that will incorporate 194 multi-family residential units. Fees would be charged at a rate of $528.21 per multi-family dwelling unit and would go towards fire facilities and staffing. Impacts related to expansion of fire protection services would be less than significant with payment of fees.

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. POLICE SERVICES. Would the proposal result in:				
a) Requiring police services that are beyond the current capabilities of the Police Department?	___	___	✓	___
b) An increase in response time for essential police services to the remainder of the community?	___	___	✓	___
c) The need for additional police facilities or equipment?	___	___	✓	___
d) Increase in crime as a result of the type of business?	___	___	✓	___

Police Services – Discussion

a-d) The City of Redlands Police Department will provide services to the project site. The Police Department contains an Operations Division and an Investigations and Support Services Division. In addition to sworn patrol officers, the Department has several sub-units, including Investigations, the Multiple Enforcement Team, Narcotics, and volunteers. Police services are generally financed through the General Fund. The project will pay Development Impact Fees, which have been established by the City to fund public facilities, including police. The project and its future residents will also provide additional revenue to the City resulting from increased property tax assessment revenue, which will assist in funding police operations. Additionally, the project will be required to provide and implement a site security plan during grading and construction to ensure that impacts from construction site theft are kept at a less than significant level. Less than significant impacts are anticipated, and no special mitigation measures are required.

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. DOWNTOWN IMPACTS. Would the proposal result in:				
a) A reduction of the number or types of businesses located in the downtown?	__	__	__	✓
b) An unfair or unreasonable competitive disadvantage to existing businesses downtown?	__	__	__	✓
c) Creation of vacant buildings and the potential for blight?	__	__	__	✓
d) Cause an unreasonable increase in traffic downtown?	__	__	__	✓
e) Economic and social effects of businesses competing with downtown businesses?	__	__	__	✓

Downtown Impacts – Discussion

a-e) The proposed project includes a multi-family residential development located approximately 2 miles to the north of the downtown area of the City and does not have the potential to detrimentally affect the Downtown Business District. The future residents of this project may patronize the downtown area and provide an additional source of revenue to the Downtown Business District.

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. RESIDENTIAL DESIGN. Would the proposal:				
a) Conflict with existing codes and or standards?	__	__	__	✓
b) Meet minimum point standards of the Residential Development Allocation process?	__	__	__	✓

Residential Design– Discussion

a) Upon approval of the Density Bonus Agreement accompanying the project, the proposed project will comply with the applicable provisions of the Redlands Municipal Code, including Title 18 (Zoning Regulations) and Title 15 (Buildings and Construction). The proposed project includes residential dwelling units (apartments). The buildings are designed with high-quality architecture and building materials. Conditions of approval are included in the project for the plan check process (subsequent to entitlement), which will ensure compliance. No impacts are anticipated in terms of conflicts with existing codes and standards.

b) Due to current State law (SB 330 known as the "Housing Crisis Act of 2019"), residential projects and residential subdivisions are not evaluated by a point system or the standards of the Residential Development Allocation process. SB 330 prohibits annual limits on the number of permits issued for the approval and construction of housing during any one year. City Council Resolution No. 8082 suspended certain provisions of RMC Chapter 19.04 relating to the competitive evaluation of residential development projects as long as the State law remain in effect.

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. CULTURAL FACILITIES. Would the proposal result in:				
a) Impacts to an historic residential structure, neighborhood, or district?	—	—	—	✓
b) Impacts to an historic commercial structure or district?	—	—	—	✓
c) Impacts to cultural facilities such as the Smiley Library, Redlands Bowl, Lincoln Shrine, Joslyn Center, Community Center, etc?	—	—	—	✓
d) Have the potential to cause a physical change which would affect unique ethnic cultural values?	—	—	—	✓
e) Potential to disturb existing religious facilities.	—	—	—	✓
f) Impact or restrict religious or sacred uses.	—	—	—	✓

Cultural Facilities – Discussion

a, b) There are no historic residential or commercial structures on the project site, nor is the project site located within a historic district. No impacts are anticipated.

c) The project will ultimately result in the construction of 194 apartment units, and would not impact cultural facilities such as the Smiley Library, Redlands Bowl, Lincoln Shrine, Joslyn Center, Community Center, etc. The development will provide revenue to the City through increased property tax assessment generated by the future homes which may assist in the operation of some cultural facilities. Thus, the project will not have an adverse impact to cultural facilities.

d) No part of this project has the potential to affect unique ethnic cultural values. No impacts are anticipated.

e, f) No part of this project has the potential to affect existing religious facilities, or impact or otherwise restrict any religious or sacred uses or activities. As required by AB 130, the City initiated and concluded AB 130 tribal consultation with each tribe that is traditionally and culturally affiliated with the project site and that requested such consultation. Based on tribal consultation, measures have been incorporated into the project's conditions of approval that are designed to avoid significant impacts to tribal cultural resources. No impacts are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. PARK FACILITIES & RECREATIONAL PROGRAMS. Will the proposal result in:				
a) Increases in use or demand for park facilities or programs to include manpower, facilities or equipment?	__	__	✓	__
b) A ratio of parkland to population which exceeds standards and or goals established by the General Plan?	__	__	✓	__

Park Facilities & Recreational Programs – Discussion

a, b) The current standard for the City of Redlands parkland and open recreational space is 5.0 acres per 1,000 residents. The project is expected to generate new residents, which could cause an increase in the use of parkland in Redlands. General Plan buildout would create a demand for 55 acres of new parkland at the standard ratio of 5 acres per 1,000 residents (City of Redlands, 2017). The project will pay all associated development impact fees in relation to parks. Additionally, the project is part of a development with significant recreational amenities for the residents on site, including a clubhouse with a fitness center, and outdoor recreational amenities, including an outdoor swimming pool, spa, and lounge area. These amenities, as well as the payment of development impact

fees, could serve to reduce impacts on public recreational amenities. The project would be consistent with Redlands General Plan 2035 buildout, and the development of park facilities would accommodate the anticipated increase in population, therefore, impacts to parks would be less than significant.

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE COMPATIBILITY. Would the proposal result in:				
a) Land uses that are not compatible or consistent with the General Plan?	—	—	—	✓
b) Economic impacts on businesses and small property owners from a project	—	—	—	✓
c) Physical separation or division of an existing community	—	—	—	✓
d) Loss of jobs for the community?	—	—	—	✓
e) Overcrowding of housing?				

Land Use Compatibility – Discussion

a) The Commercial land use category designates areas for the development of a wide range of commercial uses, including neighborhood-serving stores and convenience centers, regional commercial centers, and commercial recreation. Sites with this designation may be developed with a stand-alone commercial use, two or more commercial uses, or mixed uses. The Commercial land use category may permit residential and mixed uses consistent with the underlying zoning district. The multi-family residential use proposed by the project is consistent with the General Plan designation.

b) The proposed project is residential in character and will not detrimentally affect any businesses. The project does not pose an economic impact on businesses or small property owners. The proposal is for the development of a multi-family residential project with 194 units.

c) The project site is located in an area that is surrounded by vacant land, single-family residences, agriculture, and an electrical sub-station and water tank. There is no existing community to divide in the immediate area. The project will continue the trend of anticipated multiple-family residential uses in the area and in no way will physically divide or separate the existing community. No impacts are anticipated.

d) The proposed project would be consistent with the General Plan Land Use Designation.

This type of development is consistent with the expected transition of the surrounding area to residential use. The eventual construction of the project will create jobs, which will not result in the loss of jobs to the community. No impacts are anticipated.

e) The project does not have the potential to result in overcrowding of the current housing stock within the City. The project will construct up to 194 residential units with provisions to include up to 17 apartments for Lower Income households and is anticipated to fill a demand for additional housing stock within the City as identified by the Housing Element.

Issues and Supporting Information Sources:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. SCHOOLS. Would the proposal result in:				
a) Creating an overcapacity in schools?	___	___	✓	___
b) The need for additional school facilities or equipment?	___	___	✓	___
c) Land uses not consistent with or compatible with existing educational facilities in community?	___	___	✓	___
d) Social or academic impacts on students resulting from school closures.	___	___	✓	___

Schools – Discussion

a-d) The project proposes construction of a mixed-use development incorporating 194 apartment units, and is anticipated to lead to a population growth of approximately 543 persons. This growth will most likely have a direct growth on the student population of the Redlands Unified School District. To offset this impact, payment of development impact fees towards the cost of increased demand of school district facilities is required under State law. The Redlands Unified School District has established a school fee and charge a current rate of $4.79 per square foot of “assessable space” (space within the perimeter of a residential structure) within new residential construction. Payment of these development impact fees would offset any project impacts on school facilities. As such, impacts would be less than significant.

TABLE 1
CITY OF REDLANDS : MODEL
LAND USE SUMMARY:
FISCAL IMPACT ANALYSIS

LAND USE	YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032	YEAR 7 2033	YEAR 8 2034	YEAR 9 2035	YEAR 10 2036	TOTAL	
RESIDENTIAL UNITS												
RURAL LIVING (0.2 - 0.4 du/acre)	0	0	0	0	0	0	0	0	0	0	0	
VERY-LOW-DENSITY RESIDENTIAL (0 - 2.7 du/acre)	0	0	0	0	0	0	0	0	0	0	0	
LOW-DENSITY RESIDENTIAL (0 - 6.0 du/acre)	0	0	0	0	0	0	0	0	0	0	0	
LOW-MEDIUM-DENSITY RESIDENTIAL (0 - 8.0 du/acre)	0	0	0	0	0	0	0	0	0	0	0	
MEDIUM-DENSITY RESIDENTIAL (0 - 15.0 du/acre)	0	0	0	0	0	0	0	0	0	0	0	
HIGH DENSITY (0 - 27.0 du/acre)	194	0	0	0	0	0	0	0	0	0	194	DEVELOPER
TOTAL, RESIDENTIAL UNITS	194	0	0	0	0	0	0	0	0	0	194	
CUMULATIVE, RESIDENTIAL UNITS	194	194	194	194	194	194	194	194	194	194	NA	
PROJECT RESIDENTS /1												
RURAL LIVING (0.4 - 0.2 du/acre)	0	0	0	0	0	0	0	0	0	0	0	
VERY-LOW-DENSITY RESIDENTIAL (0 - 2.7 du/acre)	0	0	0	0	0	0	0	0	0	0	0	
LOW-DENSITY RESIDENTIAL (0 - 6.0 du/acre)	0	0	0	0	0	0	0	0	0	0	0	
LOW-MEDIUM-DENSITY RESIDENTIAL (0 - 8.0 du/acre)	0	0	0	0	0	0	0	0	0	0	0	
MEDIUM-DENSITY RESIDENTIAL (0 - 15.0 du/acre)	0	0	0	0	0	0	0	0	0	0	0	
HIGH DENSITY (0 - 27 du/acre)	543	0	0	0	0	0	0	0	0	0	543	
TOTAL, PROJECT RESIDENTS	543	0	0	0	0	0	0	0	0	0	543	
CUMULATIVE, PROJECT RESIDENTS	543	543	543	543	543	543	543	543	543	543	NA	
CUMULATIVE PROJECT ACREAGE /2												
RURAL LIVING (0.4 - 0.2 du/acre)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	
VERY-LOW-DENSITY RESIDENTIAL (0 - 2.7 du/acre)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	
LOW-DENSITY RESIDENTIAL (0 - 6.0 du/acre)	8.80	8.80	8.80	8.80	8.80	8.80	8.80	8.80	8.80	8.80	NA	
LOW-MEDIUM-DENSITY RESIDENTIAL (0 - 8.0 du/acre)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	
MEDIUM-DENSITY RESIDENTIAL (0 - 15.0 du/acre)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	
HIGH DENSITY (0 - 27 du/acre)	5.82	5.82	5.82	5.82	5.82	5.82	5.82	5.82	5.82	5.82	NA	
CUMULATIVE, PROJECT ACREAGE	14.62	14.62	14.62	14.62	14.62	14.62	14.62	14.62	14.62	14.62	NA	
LAND NON-RESIDENTIAL ACRES, ANNUAL /3												
RETAIL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INDUSTRIAL	0.0	0	0	0	0	0	0	0	0	0	0.0	
OTHER NON-RESIDENTIAL	0	0	0	0	0	0	0	0	0	0	0.0	
ANNUAL TOTAL, NON-RESIDENTIAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
LAND NON-RESIDENTIAL ACRES, CUMULATIVE												
RETAIL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	NA	
INDUSTRIAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	NA	
OTHER NON-RESIDENTIAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	NA	
CUMULATIVE TOTAL, NON-RESIDENTIAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	NA	
LAND NON-RESIDENTIAL EDU'S, CUMULATIVE /4												
RETAIL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	NA	
INDUSTRIAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	NA	
OTHER NON-RESIDENTIAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	NA	
CUMULATIVE TOTAL, NON-RESIDENTIAL EDU'S	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	NA	
BUILDING NON-RESIDENTIAL SQ.FT., ANNUAL												
RETAIL	0	0	0	0	0	0	0	0	0	0	0	
INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	0	
OTHER NON-RESIDENTIAL		0	0	0	0	0	0	0	0	0	0	
ANNUAL TOTAL, NON-RESIDENTIAL	0	0	0	0	0	0	0	0	0	0	0	
BUILDING NON-RESIDENTIAL SQ.FT., CUMULATIVE												
RETAIL	0	0	0	0	0	0	0	0	0	0	NA	
INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	NA	
OTHER NON-RESIDENTIAL	0	0	0	0	0	0	0	0	0	0	NA	
CUMULATIVE TOTAL, NON-RESIDENTIAL	0	0	0	0	0	0	0	0	0	0	NA	

SHADED CELLS ARE VARIABLE ASSUMPTIONS OR INPUTS UNIQUE TO THE PROJECT.

NOTES:

1. Average number of residents per Dwelling Unit ("DU") provided by the California Department of Finance.
   Residents per DU = 2.801 OTHER

2. Assumes residential acreage per unit of the following:

Rural Living (less than 0.2 - 0.4 du/acre)	NA	
Very-Low-Density Residential (0 - 2.7 du/acre)	NA	
Low-Density Residential (0 - 6.0 du/acre)	NA	
Low-Medium-Density Residential (0 - 8.0 du/acre)	NA	
Medium-Density Residential (0 - 15.0 du/acre)	NA	
High Density (0 - 27.0 du/acre)	0.03	DEVELOPER

3. Assumes average non-residential site coverage of the following (based on the General Plan):

Retail	0.0%
Industrial	0.0%
Other Non-Residential	0.0%

4. Assumes non-residential equivalent dwelling units of the following:
   EDUs per acre = 9.0 OTHER

GENERAL PLAN BUILDOUT	PROJ. Sq. Ft.*	F.A.R.*	Projected Acreage
RETAIL	8,646,200	0.30	661.63
INDUSTRIAL	10,048,400	0.40	576.70
OTHER NON-RESIDENTIA	21,641,990	0.45	1,104.07
	40,336,590		2,342.40

*As disclosed in the General Plan

Typical Home Size: 1,900 OTHER
Estimated Equivalency: 9.06

TABLE 2
CITY OF REDLANDS : MODEL
LAND USE SUMMARY:
FISCAL IMPACT ANALYSIS

ASSESSED VALUATION ASSUMPTIONS		
RESIDENTIAL		
RURAL LIVING ASSESSED VALUE	$0	
VERY-LOW-DENSITY ASSESSED VALUE	$0	
LOW-DENSITY ASSESSED VALUE	$0	
LOW-MEDIUM-DENSITY ASSESSED VALUE	$0	
MEDIUM-DENSITY ASSESSED VALUE	$0	
HIGH DENSITY ASSESSED VALUE	$186,581	DEVELOPER
NON-RESIDENTIAL		
RETAIL ASSESSED VALUE	$0.00	
INDUSTRIAL ASSESSED VALUE	$0.00	
OTHER NON-RESIDENTIAL ASSESSED VALUE	$0.00	

SECURED PROPERTY TAX ASSUMPTIONS		
NET APPORTIONMENT FACTORS AS A FRACTION OF 1.0% TAX RATE		
PROPERTY TAXES PASSED THROUGH TO CITY /1	20.00%	CITY
1. Based on amount disclosed in the adopted 1998-99 budget.		

UNSECURED PROPERTY TAX ASSUMPTIONS		
RESIDENTIAL:		
UNSECURED TAXES AS A % OF SECURED	2.75%	CITY
NON-RESIDENTIAL:		
UNSECURED TAXES AS A % OF SECURED	10.00%	

FISCAL YEAR ($s x1,000) end of:	YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032	YEAR 7 2033	YEAR 8 2034	YEAR 9 2035	YEAR 10 2036
SECURED ASSESSED VALUE CALCULATION:										
ANNUAL ASSESSED VALUES (YEARLY INCREASE)										
RESIDENTIAL										
RURAL LIVING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
VERY-LOW-DENSITY RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
LOW-DENSITY RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
LOW-MEDIUM-DENSITY RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MEDIUM-DENSITY RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIGH DENSITY RESIDENTIAL	$36,197	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL RESIDENTIAL	$36,197	$0	$0	$0	$0	$0	$0	$0	$0	$0
NON-RESIDENTIAL										
RETAIL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
INDUSTRIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTHER NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL YEARLY VALUATION INCREASE:	$36,197	$0	$0	$0	$0	$0	$0	$0	$0	$0
CUMULATIVE ASSESSED VALUES										
RESIDENTIAL										
RURAL LIVING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
VERY-LOW-DENSITY RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
LOW-DENSITY RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
LOW-MEDIUM-DENSITY RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MEDIUM-DENSITY RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIGH DENSITY RESIDENTIAL	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197
TOTAL RESIDENTIAL	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197
NON-RESIDENTIAL										
RETAIL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
INDUSTRIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTHER NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL CUMULATIVE ASSESSED VALUE	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197	$36,197
SECURED PROPERTY TAX REVENUE CALCULATION:										
CITY OF REDLANDS										
RESIDENTIAL	$72	$72	$72	$72	$72	$72	$72	$72	$72	$72
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL SECURED TAX REVENUES TO CITY	$72	$72	$72	$72	$72	$72	$72	$72	$72	$72
UNSECURED PROPERTY TAX REVENUE CALCULATION:										
CITY OF REDLANDS										
RESIDENTIAL	$2	$2	$2	$2	$2	$2	$2	$2	$2	$2
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNSECURED TAX REVENUES TO CITY	$2	$2	$2	$2	$2	$2	$2	$2	$2	$2
TOTAL PROPERTY TAXES TO CITY	$74	$74	$74	$74	$74	$74	$74	$74	$74	$74

TABLE 3
CITY OF REDLANDS : MODEL
LAND USE SUMMARY:
FISCAL IMPACT ANALYSIS

RESIDENTIAL INDIRECT SALES TAX GENERATION ASSUMPTIONS

AVERAGE HOUSEHOLD INCOME ASSUMPTIONS:		
WEIGHTED AVERAGE RESIDENTIAL PRICE	$186,581	
AVERAGE RESIDENTIAL MORTGAGE (20% DOWN)	$149,265	
ANNUAL MORTGAGE PAYMENTS @ 6.50% & 30 YEARS	$11,321	CITY
AVG. HOUSEHOLD INCOME (3:1 INCOME/PAYMENT RATIO):	$33,964	
RETAIL TAXABLE EXPENDITURE (% OF INCOME):	25.0%	
PROJECT RESIDENTS' PURCHASES OUTSIDE PROJECT AND WITHIN INCORPORATED CITY:	50.0%	

BUSINESS DIRECT SALES & USE TAX GENERATION ASSUMPTIONS

SALES TAXES PASSED THROUGH TO CITY, APPLIED TO COSTS: /1	1.00%	CITY
MEASURE 'I' TAXES PASSED THROUGH TO TRANSIT AUTHORITY	0.00%	
LOCAL TRANSPORTATION SALES TAXES	0.00%	
DISPLACED EXISTING CITY SALES TAX	33.33%	
PROJECT RETAIL TAXABLE SALES PER SQ. FT:		
RETAIL	$0.00	
INDUSTRIAL	$0.00	
OTHER NON-RESIDENTIAL	$0.00	

PROPERTY TRANSFER TAX ASSUMPTIONS

RESIDENTIAL PROPERTY TURNOVER RATE	10.00%	CITY
BUS & COM PROPERTY TURNOVER RATE	5.00%	
TRANSFER TAX AS A % OF RESALE DOLLAR	0.11%	
PROPERTY TRANSFER TAX PASSED THROUGH TO CITY	50.00%	

1. Based on amount passed through to city in the adopted 1997-98 budget.

FISCAL YEAR ($s x1,000) end of:	YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032	YEAR 7 2033	YEAR 8 2034	YEAR 9 2035	YEAR 10 2036
SALES & USE TAX REVENUE CALCULATION (CUMULATIVE):										
INDIRECT SALES TAX GENERATION										
RESIDENTIAL TAXABLE EXPENDITURES	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647
TOTAL TAXABLE PURCHASES WITHIN CITY	$824	$824	$824	$824	$824	$824	$824	$824	$824	$824
RESIDENTIAL SALES TAX GENERATION	$8	$8	$8	$8	$8	$8	$8	$8	$8	$8
DIRECT SALES TAX GENERATION										
RETAIL TAXABLE SALES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
INDUSTRIAL TAXABLE SALES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTHER NON-RESIDENTIAL TAXABLE SALES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SUB-TOTAL DIRECT TAXABLE SALES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
LESS: DISPLACED EXISTING CITY SALES TAX	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL DIRECT TAXABLE SALES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL DIRECT SALES TAX GENERATION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL PROJECT SALES & USE TAX REVENUES, APPLIED TO COSTS	$8	$8	$8	$8	$8	$8	$8	$8	$8	$8
RESIDENTIAL MEASURE 'I' SALES TAXES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NON-RESIDENTIAL MEASURE 'I' SALES TAXES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RESIDENTIAL LOCAL TRANSPORTATION SALES TAXES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NON-RESIDENTIAL LOCAL TRANSPORTATION SALES TAXES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL PROJECT SALES & USE TAX REVENUES, FOR TRANSPORTATION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
PROPERTY TRANSFER TAX CALCULATION (CUMULATIVE):										
RESIDENTIAL PROPERTY TRANSFER TAXES	$1.99	$1.99	$1.99	$1.99	$1.99	$1.99	$1.99	$1.99	$1.99	$1.99
NON-RESIDENTIAL PROPERTY TRANSFER T AXES	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
TOTAL ANNUAL PROPERTY TRANSFER TAXES	$2	$2	$2	$2	$2	$2	$2	$2	$2	$2

SHADED CELLS ARE VARIABLE ASSUMPTIONS OR INPUTS UNIQUE TO THE PROJECT.

TABLE 4
CITY OF REDLANDS : MODEL
LAND USE SUMMARY:
FISCAL IMPACT ANALYSIS

BUSINESS LICENSE FEE REVENUE		FRANCHISE FEES (PER CAPITA)			TRANSIENT OCCUPANCY TAX
RESIDENTIAL	NA		RESIDENTIAL	NON-RESIDENTIAL	NUMBER OF AVAILABLE HOTEL ROOMS
NON-RESIDENTIAL		TOTAL FRANCHISE	$16.71	$16.71	OCCUPANCY RATE
BUSINESS LICENSE FEES ARE CHARGED AT A RATE EQUAL					AVERAGE BILLING RATE PER ROOM
TO $12 FOR THE FIRST $5,000 IN GROSS SALES, PLUS $3					% PASSED THROUGH TO CITY
FOR EACH ADDITIONAL $5,000 INCREMENT IN GROSS SALES.					AVERAGE YEARLY OCCUPANCY REVENUES TO CITY

FISCAL YEAR	($s x1,000)	end of:	YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032	YEAR 7 2033	YEAR 8 2034	YEAR 9 2035	YEAR 10 2036
BUSINESS LICENSE FEE REVENUE												
RESIDENTIAL												
RURAL LIVING			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
VERY-LOW-DENSITY RESIDENTIAL			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
LOW-DENSITY RESIDENTIAL			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
LOW-MEDIUM-DENSITY RESIDENTIAL			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
MEDIUM-DENSITY RESIDENTIAL			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
HIGH DENSITY RESIDENTIAL			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
TOTAL RESIDENTIAL			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NON-RESIDENTIAL												
RETAIL			$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
INDUSTRIAL			$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTHER NON-RESIDENTIAL			$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL NON-RESIDENTIAL			$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL, BUSINESS LICENSE FEE REVENUE			$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FRANCHISE FEE REVENUE												
RESIDENTIAL FRANCHISE FEES			$9.081	$9.081	$9.081	$9.081	$9.081	$9.081	$9.081	$9.081	$9.081	$9.081
NON-RESIDENTIAL FRANCHISE FEES			$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
TOTAL, FRANCHISE FEE REVENUE			$9	$9	$9	$9	$9	$9	$9	$9	$9	$9
TRANSIENT OCCUPANCY TAX REVENUE												
TOTAL, TRANSIENT OCCUPANCY TAX REVENUE			$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

SHADED CELLS ARE VARIABLE ASSUMPTIONS OR INPUTS UNIQUE TO THE PROJECT.

TABLE 5
CITY OF REDLANDS : MODEL
OTHER REVENUE AND REVENUE SUMMARY
FISCAL IMPACT ANALYSIS

OTHER GENERAL REVENUES (PER CAPITA METHOD) /1	
OTHER TAXES /2	$10.86
OTHER REVENUES	$6.96
COMMUNITY DEVELOPMENT	NA
LIBRARY	NA
POLICE DEPARTMENT	NA
POLICE - ANIMAL CONTROL	NA
POLICE - RECREATION	NA
POLICE - SENIOR SERVICES	NA
FIRE	NA
PUBLIC WORKS	NA
SUBTOTAL, OTHER REVENUES PER CAPITA:	$17.83

INCOME FROM INVESTMENTS		
EFFECTIVE INTEREST	2.50%	OTHER

1. See Appendix for calculation of per capita multipliers. For items without values, a net cost technique is being employed.
2. Other Taxes includes Public Safety Sales Tax.

FISCAL YEAR ($s x1,000) end of:	YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032	YEAR 7 2033	YEAR 8 2034	YEAR 9 2035	YEAR 10 2036
PER CAPITA REVENUES										
OTHER TAXES										
RESIDENTIAL	$6	$6	$6	$6	$6	$6	$6	$6	$6	$6
NON-RESIDENTIAL	$1	$1	$2	$2	$2	$2	$2	$2	$2	$2
TOTAL, OTHER TAXES	$7	$7	$8	$8	$8	$8	$8	$8	$8	$8
OTHER REVENUES										
RESIDENTIAL	$4	$4	$4	$4	$4	$4	$4	$4	$4	$4
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL, OTHER LICENSES, PERMITS & FINES	$4	$4	$4	$4	$4	$4	$4	$4	$4	$4
COMMUNITY DEVELOPMENT										
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL, STATE REVENUES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
LIBRARY										
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL, FEDERAL REVENUES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
POLICE DEPARTMENT										
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL, CITY ATTORNEY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
POLICE - ANIMAL CONTROL										
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL, ENGINEERING SERVICES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
POLICE - RECREATION										
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL, FIRE DEPARTMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
POLICE - SENIOR SERVICES										
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL, JOSLYN CENTER	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FIRE										
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL, LIBRARY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
PUBLIC WORKS										
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL, PARKS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL RESIDENTIAL PER CAPITA REVENUES	$10	$10	$10	$10	$10	$10	$10	$10	$10	$10
TOTAL NON-RESIDENTIAL PER CAPITA REVENUES	$1	$1	$2	$2	$2	$2	$2	$2	$2	$2
TOTAL PER CAPITA REVENUES	$11	$11	$12	$12	$12	$12	$12	$12	$12	$12
TOTAL RESIDENTIAL CASE STUDY REVENUES	$94	$94	$94	$94	$94	$94	$94	$94	$94	$94
TOTAL NON-RESIDENTIAL CASE STUDY REVENUES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL CASE STUDY REVENUES	$94	$94	$94	$94	$94	$94	$94	$94	$94	$94
RESIDENTIAL REV AVAILABLE FOR INV. INCOME	$103	$103	$103	$103	$103	$103	$103	$103	$103	$103
NON-RESIDENTIAL REV AVAILABLE FOR INV. INCOME	$1	$1	$2	$2	$2	$2	$2	$2	$2	$2
TOTAL REVENUES AVAILABLE FOR INVESTMENT INCOME	$104	$104	$105	$105	$105	$105	$105	$105	$105	$105
RESIDENTIAL INVESTMENT INCOME	$3	$3	$3	$3	$3	$3	$3	$3	$3	$3
NON-RESIDENTIAL INVESTMENT INCOME	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL INVESTMENT INCOME	$3	$3	$3	$3	$3	$3	$3	$3	$3	$3

SHADED CELLS ARE VARIABLE ASSUMPTIONS OR INPUTS UNIQUE TO THE PROJECT.

TABLE 6
CITY OF REDLANDS : MODEL
POLICE DEPARTMENT, FIRE DEPARTMENT, PUBLIC WORKS & PER CAPITA COSTS
FISCAL IMPACT ANALYSIS

POLICE DEPARTMENT COSTS

RESIDENTIAL CALLS	16,562	CITY
COST PER DWELLING UNIT	$295	
NON-RESIDENTIAL RETAIL CALLS	8,987	
COST PER BUILDING SQUARE FOOT	$0.47	
NON-RESIDENTIAL INDUSTRIAL CALLS	344	
COST PER BUILDING SQUARE FOOT	$0.02	
OTHER NON-RESIDENTIAL CALLS	7,948	
COST PER BUILDING SQUARE FOOT	$0.42	
MISCELLANEOUS CALLS /2	17,628	
TOTAL CALLS	51,469	

1. Based on Net Cost and number of calls to residential or non-residential properties.
2. Based on conversations with the Police Chief, these incidences are not related to residences or businesses in the City.

EXISTING DWELLING UNITS	25,984	CITY
EXISTING NON-RESIDENTIAL SQUARE FOOTAGE	8,824,690	

RESIDENTIAL FIRE DEPARTMENT COSTS [1]

RESIDENTIAL CALLS	3,579	CITY
COST PER DWELLING UNIT	$168	
NON-RESIDENTIAL RETAIL CALLS	446	
COST PER BUILDING SQUARE FOOT	$0.06	
NON-RESIDENTIAL INDUSTRIAL CALLS	155	
COST PER BUILDING SQUARE FOOT	$0.02	
OTHER NON-RESIDENTIAL CALLS	1,459	
COST PER BUILDING SQUARE FOOT	$0.20	
MISCELLANEOUS CALLS /2	1,988	
TOTAL CALLS	7,627	

1. Based on Net Cost and number of calls to residential or non-residential properties.
2. Based on information from Fire Chief, these incidences are not related to residences or businesses in the City.

PUBLIC INFRASTRUCTURE REQUIREMENTS /1

ROADS (LANE MILES)	0.1	DEVELOPER
TRAFFIC INTERSECTIONS REQUIRING SIGNALS	0.0	
AGGREGATE LANDSCAPING (ACRES)	0.1	DEVELOPER
PARK ACREAGE (GROSS)	0.0	
STREET LIGHTS	3.0	DEVELOPER
OPEN SPACE (ACRES)	0.0	
TRAILS (LINEAL MILE)	0.0	
STORM DRAINS (MILES)	0.0	

1. Infrastructure should exclude privately maintained facilities.

PUBLIC WORKS MAINTENANCE COSTS

PAVEMENT MAINTENANCE PER LANE MILE /1	$5,000	CITY
STREET SWEEPING PER CURB MILE - ALL STREETS /1	$9	
TRAFFIC SIGNAL OPERATIONS & MAINTENANCE PER INTERSECTION /1	$5,560	
LANDSCAPE MAINTENANCE PER ACRE /1	$12,500	
PARK MAINTENANCE PER ACRE /1	$7,000	
STREET LIGHT MAINTENANCE COST PER LIGHT /1	$125	
OPEN SPACE MAINTENANCE PER ACRE /2	$125	
TRAIL MAINTENANCE PER LINEAL MILE /2	$500	
STORM DRAIN MAINTENANCE PER MILE /2	$750	

1. Based on consultations with the City of Redlands Public Works Department.
2. Based on consultant's experience.

CITY GENERAL GOVERNMENT COSTS*

CITY COUNCIL	$174,090
CITY CLERK	$285,939
CITY MANAGER	$314,819
FINANCE	$605,155
CITY TREASURER	$2,875,064
CITY ATTORNEY	$1,159,167
TOTAL, CITY GENERAL GOVERNMENT COSTS	$5,414,234

*Costs have been reduced to reflect department specific revenues.

CITY GENERAL GOVERNMENT COSTS CONTINUED

TOTAL CITY OPERATING BUDGET*	$49,046,241
*Excludes Debt Service, Utilities and Capital Improvements.	
OVERHEAD AS A % OF OPERATING BUDGET	11.04%
OVERHEAD AS A % OF DIRECT COSTS	12.41%
OVERHEAD BY DEFINITION CAUSING NO COST	0.00%
OVERHEAD AS % OF DIRECT, AVERAGE	6.20%

OTHER NET COSTS (PER CAPITA METHOD) /1

COMMUNITY DEVELOPMENT	$29.49
LIBRARY	$28.43

1. See Appendix for calculation of per capita multipliers.

FISCAL YEAR ($s x1,000) end of:	YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032	YEAR 7 2033	YEAR 8 2034	YEAR 9 2035	YEAR 10 2036
CITY DIRECT COSTS										
POLICE DEPARTMENT COSTS										
RESIDENTIAL	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230
NON-RESIDENTIAL RETAIL	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
NON-RESIDENTIAL INDUSTRIAL	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
OTHER NON-RESIDENTIAL	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
TOTAL, POLICE DEPARTMENT COSTS	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230
FIRE DEPARTMENT COSTS										
RESIDENTIAL	$32.629	$32.629	$32.629	$32.629	$32.629	$32.629	$32.629	$32.629	$32.629	$32.629
NON-RESIDENTIAL RETAIL	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
NON-RESIDENTIAL INDUSTRIAL	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
OTHER NON-RESIDENTIAL	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
TOTAL, FIRE DEPARTMENT COSTS	$32.629	$32.629	$32.629	$32.629	$32.629	$32.629	$32.629	$32.629	$32.629	$32.629
PUBLIC WORKS COSTS										
PAVEMENT MAINTENANCE	$0.500	$0.500	$0.500	$0.500	$0.500	$0.500	$0.500	$0.500	$0.500	$0.500
STREET SWEEPING	$0.001	$0.001	$0.001	$0.001	$0.001	$0.001	$0.001	$0.001	$0.001	$0.001
TRAFFIC SIGNAL OPERATION	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
LANDSCAPE MAINTENANCE	$1.250	$1.250	$1.250	$1.250	$1.250	$1.250	$1.250	$1.250	$1.250	$1.250
PARK MAINTENANCE	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
STREET LIGHT MAINTENANCE	$0.375	$0.375	$0.375	$0.375	$0.375	$0.375	$0.375	$0.375	$0.375	$0.375
OPEN SPACE MAINTENANCE	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
TRAIL MAINTENANCE	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
STORM DRAIN MAINTENANCE	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
TOTAL, PUBLIC WORKS COSTS	$2.126	$2.126	$2.126	$2.126	$2.126	$2.126	$2.126	$2.126	$2.126	$2.126
COMMUNITY DEVELOPMENT										
RESIDENTIAL	$16.024	$16.024	$16.024	$16.024	$16.024	$16.024	$16.024	$16.024	$16.024	$16.024
NON-RESIDENTIAL	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
TOTAL, COMMUNITY DEVELOPMENT	$16.024	$16.024	$16.024	$16.024	$16.024	$16.024	$16.024	$16.024	$16.024	$16.024
LIBRARY										
RESIDENTIAL	$15.446	$15.446	$15.446	$15.446	$15.446	$15.446	$15.446	$15.446	$15.446	$15.446
NON-RESIDENTIAL	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
TOTAL, LIBRARY	$15.446	$15.446	$15.446	$15.446	$15.446	$15.446	$15.446	$15.446	$15.446	$15.446
CITY DIRECT COSTS										
RESIDENTIAL	$90.826	$90.826	$90.826	$90.826	$90.826	$90.826	$90.826	$90.826	$90.826	$90.826
NON-RESIDENTIAL	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230	$57.230
TOTAL, CITY DIRECT COSTS	$148.057	$148.057	$148.057	$148.057	$148.057	$148.057	$148.057	$148.057	$148.057	$148.057
CITY GENERAL GOVERNMENT COSTS										
RESIDENTIAL	$5.635	$5.635	$5.635	$5.635	$5.635	$5.635	$5.635	$5.635	$5.635	$5.635
NON-RESIDENTIAL	$3.551	$3.551	$3.551	$3.551	$3.551	$3.551	$3.551	$3.551	$3.551	$3.551
TOTAL, CITY GENERAL GOVERNMENT COSTS	$9.186	$9.186	$9.186	$9.186	$9.186	$9.186	$9.186	$9.186	$9.186	$9.186

SHADED CELLS ARE VARIABLE ASSUMPTIONS OR INPUTS UNIQUE TO THE PROJECT.

TABLE 7
CITY OF REDLANDS : MODEL
FISCAL IMPACT ANALYSIS DETAILED SUMMARY

FISCAL YEAR ($s x1,000) end of:	YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032	YEAR 7 2033	YEAR 8 2034	YEAR 9 2035	YEAR 10 2036	% OF TOTAL
ONGOING REVENUES											
SECURED PROPERTY TAXES											
RESIDENTIAL	$72	$72	$72	$72	$72	$72	$72	$72	$72	$72	67.02%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
UNSECURED PROPERTY TAXES											
RESIDENTIAL	$2	$2	$2	$2	$2	$2	$2	$2	$2	$2	1.84%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
TRANSFER PROPERTY TAXES											
RESIDENTIAL	$2	$2	$2	$2	$2	$2	$2	$2	$2	$2	1.84%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
SALES TAXES											
RESIDENTIAL	$8	$8	$8	$8	$8	$8	$8	$8	$8	$8	7.63%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
MEASURE 'I' SALES TAXES											
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
LOCAL TRANSPORTATION SALES TAXES											
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
TRANSIENT OCCUPANCY TAX											
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
FRANCHISE FEE REVENUES											
RESIDENTIAL	$9	$9	$9	$9	$9	$9	$9	$9	$9	$9	8.41%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
BUSINESS LICENSE REVENUES											
RESIDENTIAL	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
OTHER TAXES											
RESIDENTIAL	$6	$6	$6	$6	$6	$6	$6	$6	$6	$6	5.46%
NON-RESIDENTIAL	$1	$1	$2	$2	$2	$2	$2	$2	$2	$2	1.85%
OTHER REVENUES											
RESIDENTIAL	$4	$4	$4	$4	$4	$4	$4	$4	$4	$4	3.50%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
COMMUNITY DEVELOPMENT											
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
LIBRARY											
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
POLICE DEPARTMENT											
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
POLICE - ANIMAL CONTROL											
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
POLICE - RECREATION											
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
POLICE - SENIOR SERVICES											
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
FIRE											
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
PUBLIC WORKS											
RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
INVESTMENT INCOME REVENUES											
RESIDENTIAL	$3	$3	$3	$3	$3	$3	$3	$3	$3	$3	2.39%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.05%
TOTAL RESIDENTIAL REVENUES	$106	$106	$106	$106	$106	$106	$106	$106	$106	$106	98.10%
TOTAL NON-RESIDENTIAL REVENUES	$1	$1	$2	$2	$2	$2	$2	$2	$2	$2	1.90%
TOTAL ON-GOING REVENUES	$107	$107	$108	$108	$108	$108	$108	$108	$108	$108	
ONGOING COSTS											
POLICE DEPARTMENT COSTS											
RESIDENTIAL	$57	$57	$57	$57	$57	$57	$57	$57	$57	$57	43.15%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
FIRE DEPARTMENT COSTS											
RESIDENTIAL	$33	$33	$33	$33	$33	$33	$33	$33	$33	$33	24.60%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
PUBLIC WORKS DEPARTMENT COST											
RESIDENTIAL	$2	$2	$2	$2	$2	$2	$2	$2	$2	$2	1.60%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
GENERAL GOVERNMENT COSTS											
RESIDENTIAL	$6	$6	$6	$6	$6	$6	$6	$6	$6	$6	4.25%
NON-RESIDENTIAL	$4	$4	$4	$4	$4	$4	$4	$4	$4	$4	2.68%
COMMUNITY DEVELOPMENT COSTS											
RESIDENTIAL	$16	$16	$16	$16	$16	$16	$16	$16	$16	$16	12.08%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
LIBRARY COSTS											
RESIDENTIAL	$15	$15	$15	$15	$15	$15	$15	$15	$15	$15	11.65%
NON-RESIDENTIAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
TOTAL RESIDENTIAL COSTS	$129	$129	$129	$129	$129	$129	$129	$129	$129	$129	97.32%
TOTAL NON-RESIDENTIAL COSTS	$4	$4	$4	$4	$4	$4	$4	$4	$4	$4	2.68%
TOTAL ON-GOING COSTS	$133	$133	$133	$133	$133	$133	$133	$133	$133	$133	
ANNUAL RESIDENTIAL ONGOING SURPLUS/(DEFICIT)	($23)	($23)	($23)	($23)	($23)	($23)	($23)	($23)	($23)	($23)	
ANNUAL NON-RESIDENTIAL ONGOING SURPLUS/(DEFICIT)	($3)	($3)	($2)	($2)	($2)	($2)	($2)	($2)	($2)	($2)	
TOTAL ANNUAL ONGOING SURPLUS/(DEFICIT)	($26)	($26)	($25)	($25)	($25)	($25)	($25)	($25)	($25)	($25)	
ANNUAL RESIDENTIAL REVENUE/COST RATIO	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	
ANNUAL NON-RESIDENTIAL REVENUE/COST RATIO	0.29	0.29	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	
TOTAL ANNUAL REVENUE/COST RATIO	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	

TABLE 8a
LAND USE SUMMARY:
FISCAL IMPACT ANALYSIS SUMMARY (Residential Only))

FISCAL YEAR ($s x1,000) end of:	YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032	YEAR 7 2033	YEAR 8 2034	YEAR 9 2035	YEAR 10 2036
ONGOING REVENUES										
TOTAL RESIDENTIAL REVENUES	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631
ONGOING COSTS										
TOTAL RESIDENTIAL COSTS	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902
ANNUAL RESIDENTIAL ONGOING SURPLUS/(DEFICIT)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)
ANNUAL RESIDENTIAL REVENUE/COST RATIO	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82

TABLE 8b
LAND USE SUMMARY:
FISCAL IMPACT ANALYSIS SUMMARY (Commercial Only)

FISCAL YEAR ($s x1,000) end of:	YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032	YEAR 7 2033	YEAR 8 2034	YEAR 9 2035	YEAR 10 2036
ONGOING REVENUES										
TOTAL NON-RESIDENTIAL REVENUES	$1.0250	$1.0250	$2.0500	$2.0500	$2.0500	$2.0500	$2.0500	$2.0500	$2.0500	$2.0500
ONGOING COSTS										
TOTAL NON-RESIDENTIAL COSTS	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508
ANNUAL NON-RESIDENTIAL ONGOING SURPLUS/(DEFICIT)	($2.5258)	($2.5258)	($1.5008)	($1.5008)	($1.5008)	($1.5008)	($1.5008)	($1.5008)	($1.5008)	($1.5008)
ANNUAL NON-RESIDENTIAL REVENUE/COST RATIO	0.29	0.29	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58

TABLE 8c
CITY OF REDLANDS : MODEL
FISCAL IMPACT ANALYSIS SUMMARY (MIXED)

FISCAL YEAR ($s x1,000) end of:	YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032	YEAR 7 2033	YEAR 8 2034	YEAR 9 2035	YEAR 10 2036	% OF TOTAL
ONGOING REVENUES											
TOTAL RESIDENTIAL REVENUES	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631	$105.9631	98.10%
TOTAL NON-RESIDENTIAL REVENUES	$1.0250	$1.0250	$2.0500	$2.0500	$2.0500	$2.0500	$2.0500	$2.0500	$2.0500	$2.0500	1.90%
TOTAL ON-GOING REVENUES	$106.9881	$106.9881	$108.0131	$108.0131	$108.0131	$108.0131	$108.0131	$108.0131	$108.0131	$108.0131	
ONGOING COSTS											
TOTAL RESIDENTIAL COSTS	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902	$129.0902	97.32%
TOTAL NON-RESIDENTIAL COSTS	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508	$3.5508	2.68%
TOTAL ON-GOING COSTS	$132.6410	$132.6410	$132.6410	$132.6410	$132.6410	$132.6410	$132.6410	$132.6410	$132.6410	$132.6410	
ANNUAL RESIDENTIAL ONGOING SURPLUS/(DEFICIT)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	($23.1270)	
ANNUAL NON-RESIDENTIAL ONGOING SURPLUS/(DEFICIT)	($2.5258)	($2.5258)	($1.5008)	($1.5008)	($1.5008)	($1.5008)	($1.5008)	($1.5008)	($1.5008)	($1.5008)	
TOTAL ANNUAL ONGOING SURPLUS/(DEFICIT)	($25.6529)	($25.6529)	($24.6279)	($24.6279)	($24.6279)	($24.6279)	($24.6279)	($24.6279)	($24.6279)	($24.6279)	
ANNUAL RESIDENTIAL REVENUE/COST RATIO	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	
ANNUAL NON-RESIDENTIAL REVENUE/COST RATIO	0.29	0.29	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	
TOTAL ANNUAL REVENUE/COST RATIO	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	

TABLE 9
CITY OF REDLANDS : MODEL
SCHOOL FEE MITIGATION (SB 50)
FISCAL IMPACT ANALYSIS

RESIDENTIAL SCHOOL FEE MITIGATION

DEVELOPER FEE REVENUE PER SINGLE FAMILY DETACHED UNIT /1	$3,113
DEVELOPER FEE REVENUE PER MULTI-FAMILY ATTACHED UNIT /2	$1,431
DEVELOPER FEE REVENUE PER MOBILE HOME /3	$1,212

STUDENT GENERATION FACTORS

ELEMENTARY SCHOOL	
SFD	0.2260
MFA	0.1362
Mobile Home	0.1068
MIDDLE SCHOOL	
SFD	0.1310
MFA	0.0574
Mobile Home	0.0548
HIGH SCHOOL	
SFD	0.1690
MFA	0.0565
Mobile Home	0.0493

SCHOOL DIST

	Capacity	Acreage	SBE 50 fees
Elementary	600	10	$5,200
Middle School	1000	20	$5,500
High School	2200	50	$7,200

FISCAL YEAR ($s ×1,000) end of:	YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032	YEAR 7 2033	YEAR 8 2034	YEAR 9 2035	YEAR 10 2036	TOTAL	
CITY OF REDLANDS												
ANNUAL PROJECTED RESIDENTIAL DEVELOPMENT												
SFD	0	0	0	0	0	0	0	0	0	0	0	
MFA	194	0	0	0	0	0	0	0	0	0	194	DEVELOPER
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	
STUDENT PROJECTIONS												
ELEMENTARY												
SFD	0	0	0	0	0	0	0	0	0	0	0	
MFA	26.4228	0	0	0	0	0	0	0	0	0	26	
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	
MIDDLE SCHOOL												
SFD	0	0	0	0	0	0	0	0	0	0	0	
MFA	11.1356	0	0	0	0	0	0	0	0	0	11	
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	
HIGH SCHOOL												
SFD	0	0	0	0	0	0	0	0	0	0	0	
MFA	10.961	0	0	0	0	0	0	0	0	0	11	
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	
ANNUAL SCHOOL FEE MITIGATION												
ELEMENTARY												
SFD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0		
MFA	$137,399	$0	$0	$0	$0	$0	$0	$0	$0	$0		
Mobile Home	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0		
									Total	$137,399		
MIDDLE SCHOOL												
SFD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0		
MFA	$61,246	$0	$0	$0	$0	$0	$0	$0	$0	$0		
Mobile Home	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0		
									Total	$61,246		
HIGH SCHOOL												
SFD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0		
MFA	$78,919	$0	$0	$0	$0	$0	$0	$0	$0	$0		
Mobile Home	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0		
									Total	$78,919		
TOTAL SCHOOL FEE MITIGATION												
SFD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
MFA	$277,564	$0	$0	$0	$0	$0	$0	$0	$0	$0	$277,564	
Mobile Home	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
TOTAL	$277,564	$0	$0	$0	$0	$0	$0	$0	$0	$0		

RESOLUTION NO. 1765

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDLANDS APPROVING COMMISSION REVIEW AND APPROVAL NO. 984 AND RELATED ENTITLEMENTS TO CONSTRUCT A 194-UNIT APARTMENT COMPLEX COMPRISING OF FIVE THREE-STORY BUILDINGS INCLUDING 17 UNITS FOR LOWER INCOME HOUSEHOLDS, LEASING OFFICE, SITE AMENITIES, AND RELATED SITE IMPROVEMENTS ON AN APPROXIMATELY 6.5 GROSS-ACRE SITE LOCATED AT THE NORTHEAST CORNER OF W. SAN BERNARDINO AVENUE AND TEXAS STREET

WHEREAS, Monte Vista Homes, (the "Applicant"), has submitted an application for Commission Review and Approval No. 984 for site plan approval and architectural design review to construct a 194-unit apartment complex comprising of five three-story buildings including 17 units for Lower Income households, leasing office, site amenities, and related site improvements on an approximately 6.5 gross-acre site located at the northeast corner of W. San Bernardino Avenue and Texas Street in the General Commercial (C-3) zoning district (APN: 0167-101-13-0000); and

WHEREAS, the Applicant has submitted an application for Conditional Use Permit No. 1221 to construct a 194-unit apartment complex comprising of five three-story buildings on an approximately 6.5 gross-acre vacant site as allowed in the General Commercial (C-3) District; and

WHEREAS, the Applicant has submitted an application for Minor Exception Permit No. 697 for site plan approval to construct walls exceeding six-feet in height; and

WHEREAS, the Applicant has submitted an Inclusionary Housing Plan in accordance with Redlands Municipal Code Chapter 18.230 (Inclusionary Housing) and proposes to fulfill the inclusionary housing requirement by providing seventeen (17) units for Lower income households within the project (calculated from a base density of 167 dwelling units); and

WHEREAS, the Planning Commission has reviewed the proposed project, found the proposal to be consistent with the City's *2021-2029 Housing Element*, and the proposed residential project will provide up to 194 dwelling units that will result in more housing opportunities in Redlands; and

WHEREAS, notice of the Planning Commission's public hearing for the Project and related Project Entitlements was published in a newspaper of general circulation and notices were mailed to property owners within a 300-foot radius; and

WHEREAS, on October 13, 2026, the Planning Commission held a public hearing and considered the staff report, oral report, the testimony and the written evidence submitted by staff, the applicant and by members of the public; and

WHEREAS, on October 20, 2025, the applicant invoked Assembly Bill 130 (AB 130) which provides infill housing development projects meeting specified criteria to be statutorily exempt from review under the California Environmental Quality Act (CEQA), codified as Public Resources Code § 21080.66 on June 30, 2025; and

WHEREAS, subdivision (b) of Public Resources Code § 21080.66 provides for local governments to offer and to engage in a process to consult with each California Native American tribe that is traditionally and culturally affiliated with the project site in order to identify whether a tribal cultural resource could be affected by the proposed project and to find measures that would avoid significant impacts to tribal cultural resources. The City consulted with those California Native American tribes identified as traditionally and culturally affiliated with the proposed project site for the purposes of identifying measures to avoid significant impacts to tribal cultural resources that could potentially be affected by the proposed project and such consultations concluded on or about September 28, 2026; and

WHEREAS, following the public hearing on October 13, 2026, the Planning Commission determined that approval of the proposal is in the best interests of the public health, safety, and general welfare.

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

SECTION 1. CALIFORNIA ENVIRONMENTAL QUALITY ACT. The proposed project is exempt from CEQA pursuant to AB 130, codified as Public Resources Code § 21080.66. The proposed 194-unit multi-family development is located within a developed urban area, is consistent with the site's land use designation and zoning regulations and complies with the applicable objective development standards. The project site is not located within any of the environmentally sensitive or hazardous areas identified in the statute, and no historic resources have been identified on the property. Accordingly, the proposal satisfies all applicable requirements of Assembly Bill 130 for exemption from further environmental review under CEQA.

SECTION 2. SOCIO-ECONOMIC COST/BENEFIT STUDY. The Socio-Economic Cost/Benefit Study prepared by City staff found that the proposed project would not create any significant unmitigable physical blight or overburden public services in the community, and is hereby recommended for adoption based upon the following findings:

1. *The Project will not create unmitigated physical blight within the City or overburden public services including, without limitation, the sufficiency of Police and Fire Protection services.*

   The proposed development will neither create unmitigated physical blight within the City nor overburden public services, including without limitation the sufficiency of police and fire protection services. The project will construct all necessary on-site and off-site improvements in accordance with City standards, including the undergrounding of certain utilities along the project site's frontage. The project includes a density bonus for the construction of dwelling units for lower-income households incorporating a density increase of 16% (34.9 units per acre), the developer will pay their fair share of development impact fees (including applicable Police and Fire fees), and the project will not result in physical blight. The project site is located in a neighborhood that predominantly consists of residential developments on four sides, and is located within an area that allows for residential development. The benefits of the proposed development to the City outweigh any direct cost to the City that may result, based

on the information and conclusions of the socio-economic study prepared for the project dated September 24, 2026, attached to the Planning Commission staff report.

2. *The benefits to the City resulting from development of the Project outweigh any direct cost to the City that may result.*

   It is estimated that the project would result in an annual revenue/cost ratio of 0.81, with annual residential revenues anticipated to be approximately $106,988 to the City and annual recurring costs of approximately $132,641, for an annual deficit of $25,653. This result is consistent with the model's fundamental assumption that residential development may have a slightly negative recurring fiscal impact, meaning the City spends more on providing services than it receives in associated revenues. Accordingly, it is expected that tax and other revenues attributable to the development may not fully offset the cost of providing it services, and a portion of these costs would likely need to be supported through other City revenue sources beyond those resulting from the development. However, future residents in the development would also contribute additional sales tax revenue through local spending on goods and services, to be generated through Measure T (a 1.0% local sales tax measure adopted by Redlands voters in 2020). Furthermore, the broader regional social and economic benefits associated with increasing the housing supply are considered to outweigh the potential fiscal impacts.

SECTION 3. FINDING FOR CONDITIONAL USE PERMIT NO. 1221. The proposed Conditional Use Permit No. 1221 is hereby recommended for approval based upon the following findings, and subject to the Conditions of Approval from the Planning Division (Exhibit "A"), Building and Safety Division (Exhibit "B"), Redlands Fire Department (Exhibit "C"), and Land Use Engineering Division (Exhibit "D") attached hereto:

1. *That the proposed development will not adversely affect the applicable land use plans of the city.*

   The property is located within the Commercial land use designation of the General Plan, which allows commercial development and residential development consistent with the project's proposed General Commercial (C-3) zoning. The C-3 District allows mixed-use and apartment residential development consistent with the density standards of the Multiple Family Residential (R-3) District. The project exceeds this density; however, it is consistent with the allowable density established by State Density Bonus Law, while still providing outdoor recreation areas amenities, required parking, and appropriate access.

2. *That the proposed development will not be detrimental to the public health, safety and welfare.*

   The proposed project will not be detrimental to the public health, safety and welfare. The proposed project will be constructed in compliance with all applicable design and engineering requirements, including the California Building Code, California Fire Code, applicable provisions of the Redlands Municipal Code, and all applicable site design and engineering standards. There will be no anticipated conflicts or hazards in terms of vehicle traffic or pedestrians, 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 existing General Plan designation for the project site is Commercial, and the C-3 zoning permits multifamily residential uses subject to a Conditional Use Permit. The conceptual site plan indicates that 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 proposed project is in a location that is surrounded by single-family residences, agricultural parcel, vacant land, an electrical sub-station, and water tank. Older residential neighborhoods are also located to the north, east, and south. Further to the west and southwest, there are several anticipated future development projects including commercial development, mixed-use residential, and multi-family projects. The proposed multi-family project is compatible with the context of the area which is anticipated to continue to be built out with both residential and commercial uses.

SECTION 4. FINDINGS FOR COMMISSION REVIEW & APPROVAL NO. 984. Commission Review & Approval No. 984 is hereby recommended for approval based upon the following findings, and subject to the Conditions of Approval from the Planning Division (Exhibit "A"), Building and Safety Division (Exhibit "B"), Redlands Fire Department (Exhibit "C"), and Land Use Engineering Division (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 proposed project includes the construction of a 194-unit apartment development comprising of five three-story buildings including 17 units for Lower Income households, leasing office, site amenities, and related site improvements on an approximately 6.5 gross-acre site. The residential units include one-, two-, and three-bedroom unit types ranging from 758 square feet to 1,283 square feet. The subject property is adequate in size and shape to accommodate the proposed use, including setbacks, landscaping, private and common open space, recreation amenities, driveways, on-site parking, lighting, utilities, and other required improvements necessary to serve the proposed use and structures. The proposed project complies with the development standards for the C-3 District to the maximum extent utilizing waivers as allowed by State Density Bonus Law, and will be compatible with the existing residential and commercial uses adjacent to the project site.

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 subject property will be accessed from W. San Bernardino Avenue which provides direct access to the project site. The proposed driveway approach will serve the proposed use and accommodate the expected type and quantity of motor vehicle traffic to and from the proposed project. The existing roadways are designed to carry the type and quantity of residential traffic to be generated by the proposed use, including existing traffic from the existing single-family residences along W. San Bernardino Avenue. The site for the proposed use relates to streets that are properly designed and improved to carry the type and quantity of traffic that will be generated by the proposed residential structures without creating a reduction in the traffic level of service at surrounding intersections.

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 of approval for the project will protect the public health, safety, and general welfare. Conditions are provided by the Planning Division, Building & Safety Division, Land Use Engineering Division, and Fire Department. The project has been conditioned to comply with the applicable provisions of the Redlands Municipal Code as well as the applicable California Building Code, California Fire Code, and any other applicable regulations.

SECTION 5. EXPIRATION DATE. The Planning Commission's approval shall automatically become null and void two (2) years from the date of adoption of this Resolution, unless construction has commenced pursuant to the issuance of a building permit, or a time extension is granted in accordance with the Redlands Municipal Code.

SECTION 6. EFFECTIVE DATE. This Resolution shall take effect upon adoption.

ADOPTED, SIGNED AND APPROVED this 13th day of October 2026.

_____

Karah Shaw, Chair
Planning Commission

ATTEST:

_____
Katherine Coleson,
Secretary to the Planning Commission

I, Katherine Coleson, 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 13th day of October, 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

_____
Katherine Coleson,
Secretary to the Planning Commission

EXHIBIT A
DEVELOPMENT SERVICES DEPARTMENT
CONDITIONS OF APPROVAL
(CRA No. 984, CUP No. 1221, and MEP No. 697)

Planning Division

1. This permit/approval is for Conditional Use Permit No. 1221 and Commission Review and Approval No. 984 to construct a 194-unit apartment complex comprising of five three-story buildings including 17 units for Lower Income households, leasing office, site amenities, and related site improvements on an approximately 6.5 gross-acre site located at the northeast corner of W. San Bernardino Avenue and Texas Street in the General Commercial (C-3) zoning district (APN: 0167-101-13-0000).

2. This permit/approval shall expire two (2) years from the date of project approval (will expire on October 13, 2028), unless construction has commenced pursuant to a building or engineering permit(s), or a time extension is granted in accordance with the Redlands Municipal Code (RMC Section 18.12.090 for Commission Review & Approval and RMC Section 18.192.090 for Conditional Use Permit).

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), 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 on file with the Development Services Department.

7. Prior to the issuance of building permits for the project, an Affordable Housing Agreement and Density Bonus Agreement, in a form approved by the City, shall be recorded against the Inclusionary Units or the Residential Development in its entirety, as deemed appropriate by the City Manager in consultation with the City Attorney. The Affordable Housing and Density Bonus Agreement(s) shall ensure that the applicant and/or developer develops the required Inclusionary Housing Units and satisfies all other terms of the Inclusionary Housing Plan, State Density Bonus Law, and the Redlands Municipal Code.

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. The Development Services Director is authorized to approve minor modifications to the approval project plans or any of the conditions of approval if such modifications shall achieve substantially the same results as would strict compliance with said plans and conditions.

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. A copy of the approved Conditions of Approval shall be included on the cover page of the construction plans submitted to the Building Division

12. The applicant shall comply with all applicable federal, state, and local laws. Violations or convictions of any of those laws in connection with the use may be cause for revocation of this approval/permit.

13. Newly proposed transformer cabinets and 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.

14. Prior to issuance of building permits, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within pathways, streetscapes, and open spaces proposed throughout the development. An electrical engineer shall prepare the site lighting and/or photometric plan demonstrating that adequate lighting ranges will be provided throughout the development without creating light spillover that exceed 0.5-foot candle, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting. The illumination within the parking area shall be a minimum of 0.5-foot candle and illumination along all property lines of the project site shall not exceed 0.5-foot candle. Parking area lighting fixtures shall be an overall maximum height of 16 feet. Walkway lighting fixtures shall have an overall maximum height of 12 feet, and such light fixtures shall include shielding permanently attached to fixtures to contain illumination and prevent glare overspill onto abutting or nearby residential properties.

15. 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).

16. 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.

17. Any gutters, downspouts, pipes, and other drainage appurtenances shall be designed and shall be placed 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. Any exterior drainage appurtenances shall be designed and installed per the adopted Building and Plumbing Codes and shall be finished to match the building façade.

18. 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.

19. 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.

20. Prior to issuance of a building permit, the applicant shall be required to obtain approval of a construction site safety plan by the Redlands Police Department providing adequate security measures such as lights, video cameras, vehicle transponders, locks, alarms, trained security personnel, fencing etc. The nature of the measures will depend on the specific requirements of the site and may vary with the different stages of construction. The applicant shall be responsible for the compliance of all sub-contractors working on the site.

21. Prior to issuance of any building or engineering permit for any building or phase of the project, the Developer shall prepare and submit a Construction Parking Management Plan for all contractors, workers, and deliveries related to the project site. The Construction Parking Management Plan shall identify areas of the project site, surrounding private properties (with property owner's authorization), and surrounding public streets that construction personnel may utilize. Deliveries of construction materials, equipment, trailers, vehicles, etc., shall be performed on the project site to the extent practicable, and avoid the use of public streets and rights-of-way if possible. The Developer and/or on-site primary general contractor (superintendent) shall have responsibility for monitoring and enforcing the approved parking management plan. The plan shall be subject to review and approval by the City Planner or designee, and may be modified by the City after approval to mitigate any unanticipated impacts or public nuisance conditions.

22. 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.

23. 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 or portion thereof being completed.

24. 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.

25. Prior to 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.

26. Prior to the issuance of a building permit, the applicant shall indicate the location and number of bike racks as required by Redlands Municipal Code Section 18.224.020 on the project plans. Plans submitted to Plan Check shall include information and specifications to verify this requirement has been met.

27. The applicant shall not make any modifications or changes during construction that are in conflict or contrary to the project's approved site design, or building elevations without first consulting with the Development Services Director or designee.

28. Any graded slopes greater in height than three feet (3') shall be provided with irrigation systems and planted with groundcover, shrubs, and trees as approved by the Development Services Department.

29. Project that glazing or reflective surfaces (specular reflectance) shall be limited to a maximum reflectance of 25%.

30. Landscape and Irrigation Plans shall be submitted and approved prior to the issuance of building permits. Landscape and Irrigation shall be submitted for plan check to the Development Services Department, Building & Safety Division, for distribution to other departments and for review and approval by the Development Services Director or designee. Plans shall be in compliance with the Water Efficient Landscape Ordinance No. 2724 (also known as Chapter 15.54 of the RMC).

31. All construction activities shall be limited to the hours between 7:00 a.m. to 6:00 p.m., and no construction activities permitted on Sundays and Federal Holidays.

32. The project site shall be kept in a weed and dust free condition throughout all phases of development.

33. Prior to building permit issuance, the Developer shall enter a fully executed Developer Funding Agreement with the City to fund a technical peer review for the Phase I and Phase II Environmental Assessments submitted with the entitlement application and shall receive clearance to proceed based on the review provided. Per Public Resource Code § 21080.66, subdivision (c), a Phase I environmental assessment, as defined in Section 78090 of the Health and Safety Code, is required and a Phase II environmental assessment, as defined in subdivision (o) of Section 25403 of the Health and Safety Code, should be completed if warranted.

If a recognized environmental condition is found, the development proponent shall undertake a preliminary endangerment assessment, as defined in Section 78095 of the Health and Safety Code, prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(i) If a release of hazardous substance is found to exist on the site, the release shall be removed, or any significant effect of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(ii) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with current state and federal requirements.

Tribal Consultation Conditions of Approval:

34. Prior to grading permit issuance, a California Historical Resources Information System (CHRIS) archaeological records search, a tribal cultural records search through a Sacred Lands Inventory (SLF) request to the Native American Heritage Commission (NAHC), and a pedestrian survey shall be completed for the project site by a qualified archaeologist meeting Secretary of Interior (SOI) standards. The results shall be submitted to the Lead Agency for dissemination and review by the Consulting Tribes (Yuhaaviatam of San Manuel Nation, Agua Caliente Band of Cahuilla Indians, and Morongo Band of Mission Indians) prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

35. Prior to grading permit issuance, a Sacred Lands Inventory (SLF) request shall be submitted to the Native American Heritage Commission (NAHC). The results shall be submitted to the Lead Agency for dissemination to the Consulting Tribes prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

36. If the Consulting Tribes elect to place a monitor on-site after reviewing the results of the CHRIS archaeological records search, the pedestrian survey, and the NAHC SLF results, the Developer(s)/Landowner(s) shall enter into a Tribal Monitoring Agreement with each of the Consulting Tribe(s) for the project prior to grading permit issuance. If elected, a Monitoring and Treatment Plan shall be developed by the SOI qualified archaeologist in consultation with the Consulting Tribe(s). The project shall include tribal monitoring during all ground-disturbing activities, as follows:

    a. The California Native American Tribe(s) shall designate the monitor.
    b. The tribal monitor(s) shall comply with the applicant's site access and workplace safety requirements.
    c. The applicant shall compensate the tribal monitor(s) at a reasonable rate, determined in good faith, that aligns with customary compensation for cultural resource monitoring, taking into account factors such as the scope and duration of the project.

d. Tribal monitors shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources.

37. Tribal cultural resources shall be avoided where feasible, in accordance with California Public Resource Code subdivision (a) of Section 21084.3. In furtherance of this requirement, where feasible, the project applicant shall provide deference to tribal preferences regarding access to spiritual, ceremonial, and burial sites, and incorporate tribal traditional knowledge in the protection and sustainable use of tribal cultural resources and landscapes.

38. All treatment and documentation of tribal cultural resources shall be conducted in a culturally appropriate manner, consistent with California Public Resource Code Section 21084.3. In the event tribal cultural resources are identified during ground disturbance activities, the Developer(s)/Landowner(s) shall notify the Lead Agency and the Consulting Tribes and relinquish ownership of all tribal cultural resources, (with the exception of sacred items, burial goods, and human remains). The documentation of tribal cultural resources shall be completed by an SOI qualified archaeologist. Any and all non-confidential archaeological/cultural documents created as a part of the project (survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to the Consulting Tribes.

    Tribal Cultural Resources – In the event of any inadvertent discovery of tribal cultural resources, the Developer(s)/Landowner(s) shall enter a fully executed reburial agreement with the appropriate Consulting Tribe(s). This shall include measures and provisions to protect the reburial area from any future impacts, such as a Deed Restriction or permanent Conservation Easement (as defined in CA Civ. Code, § 815). Reburial shall not occur until all cataloguing, analysis and special studies have been completed on the tribal cultural resources. The reburial location shall be selected in collaboration with the Consulting Tribe(s), the Developer and the Lead Agency. Details of contents and location of the reburial shall be kept confidential.

39. The project shall comply with Section 7050.5 of the California Health and Safety Code and California Public Resource Code Section 5097.98, including immediate work stoppage within a 100-foot radius upon discovery of human remains or burial grounds, and treatment in accordance with applicable law and in consultation with the affected California Native American tribe. If human remains are discovered, no further disturbance shall occur in the affected area until final disposition is complete. The County Coroner shall be contacted immediately and shall have 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98. If the County Coroner determines that the remains are potentially Native American, the California NAHC shall be notified within 24 hours of the published finding to be given a reasonable opportunity to identify the "most likely descendant" (MLD). The MLD shall then make recommendations and engage in consultations concerning the treatment of the remains (California Public Resources Code 5097.98). No photographs are to be taken, except by the County Coroner, as strictly necessary, and with written permission from the Consulting Tribe(s).

<u>Minor Exception Permit Approval:</u>

40. This permit/approval is for a request to construct an accent wall consisting of CMU block with a white stucco finish and decorative precision cap, ranging from 6'-8" to 7'-0" high, near the main entry points of the site and around a proposed pool recreation area within the interior area of the project site located at the northeast corner of W. San Bernardino Avenue and Texas Street in the General Commercial (C-3) zoning district (APN: 0167-101-13-0000).

41. This Minor Exception Permit shall automatically expire two (2) years from the date of project approval (will expire on October 13, 2028), unless construction has commenced pursuant to a building or engineering permit(s), or a time extension is granted to the approved entitlements in accordance with the Redlands Municipal Code (RMC Section 18.12.090 for Commission Review & Approval and RMC Section 18.192.090 for Conditional Use Permit).

42. All plans submitted to the City shall reflect all Minor Exception Committee approvals and any other changes required by the Minor Exception Committee. This condition applies to the site plan, wall plan, landscape plan and all other illustrations, text, or plans submitted to the City related to the approved project.

43. A separate building permit will be required for any fences or walls six feet (6'0") high or higher. A building permit may also be required for any new retaining walls. Contact the Building & Safety Division in the One Stop Permit Center or call (909) 798-7536 for further information about the need for any building permits, application fees, and submittal requirements. A building permit may require separate inspections and sign-off by a building inspector.

44. The Applicant or Property Owner shall be responsible for contacting the Planning Division staff member to schedule a final inspection **within five (5) days** after all construction or installation has been completed, and to obtain verification that the project has been completed in accordance with approved plans and applicable Conditions of Approval.

Other City Departments/Divisions:

45. Conditions of Approval from the following City Departments/Divisions are applicable to the project, and are hereby incorporated by reference:

a. Building and Safety Division (Exhibit B)
b. Redlands Fire Department (Exhibit C)
c. Land Use Engineering Division (Exhibit D)

Sean Reilly
Development Services Director

EXHIBIT B
BUILDING AND SAFETY DIVISION
CONDITIONS OF APPROVAL

[Attached]

City of Redlands

Building & Safety Division

35 Cajon St., Suite 20 Redlands, Ca 92373

CONDITIONS OF APPROVAL

CRA #	984	**Review Date**	4/28/2026
Project Address	NW Corner of West San Bernardino Ave		
Project Description	194 Unit Multi-Family Apartment Complex		
Occupancy Type	R-2	**Square Footage**	
Construction Type	V-A		

Reviewed By:	John Thompson	
Phone#	909-307-7317	jthompson@cityofredlands.org

- When the Entitlement Review is approved submit complete construction drawings including structural calculations, energy calculations and soils report to Building and Safety for plan review in accordance with the current edition of the California Building and Fire Codes including all local ordinances and standards which are effective at the time of Plan Check Submittal.

- Disabled access for the site and buildings must be in accordance with the State of California and ADA regulations. All ground floor dwelling units shall be adaptable and on an accessible route.

- San Bernardino County Environmental Health Services approval is required for the swimming pool prior to issuance of the swimming pool building permit.

EXHIBIT C
REDLANDS FIRE DEPARTMENT
CONDITIONS OF APPROVAL

[Attached]

Redlands Fire Department

35 Cajon Street, Ste 12 • Redlands, CA 92373
(909) 798-7601 Office • (909) 798-7602 Fax

4/22/2026

☐ Special Reports/Comments needed
☒ DRAFT Conditions of Approval
☐ FINAL Conditions of Approval

Reference Number: CRA 984, CUP 1221, PHA 1

The following conditions have been applied to the above reference project pursuant to the City of Redlands Fire Department adopted codes and standards, the 2025 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.

1. Separate submittal for site's Fire Department Access & Water Supply Plan is required prior Planning Entitlement.
   a. A looped underground fire protection water line with two points of connection to the municipal water distribution system will be required for this development. (RMC Section 15.20.502)

   b. Two points of emergency vehicle access are required for this project per CA Fire Code Section 503.1.2

2. Fire Sprinkler System, Standpipe System
   a. Project planning should anticipate a full NFPA 13 fire sprinkler system
   b. Due to project height, project should anticipate installing a fire pump and associated emergency generator until deign pressures of the fire protection systems are finalized

   c. Class III standpipe system will be required for this project

☒ 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.
☒	☐	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.
☒	☐	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 _____ GPM for a ____ 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. -RFD Review Note: Fire Flow requirements to be determined in Fire Access & Water Supply Plan.

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 a minimum 13’6” vertical clearance. Additional width requirements may be applied to individual

PRIOR TO CONSTRUCTION

Required	Not Required	Condition
		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, 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.
☒	☐	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.
☒	☐	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. -RFD Review Note: Fire hydrants will be evaluated as part of the Fire Access & Water Supply plan.
☒	☐	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.
☒	☐	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.
☒	☐	On-site/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.
☒	☐	Fire hydrant water mains that supply two (2) or more fire hydrants shall be looped to provide adequate supply.
☒	☐	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.
☒	☐	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.

PRIOR TO CONSTRUCTION

Required	Not Required	Condition
☒	☐	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.

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.
☒	☐	A Class III 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. -RFD Review Note: Possibility of Standpipe system to be evaluated in Fire Access & Water Plan.
☒	☐	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.
☒	☐	If 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.
☒	☐	A leak detection system is required for Carbon Dioxide systems utilized in beverage dispensing when the combined vessel capacity exceeds 100 lbs. A State of California licensed 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.
☒	☐	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.

PRIOR TO OCCUPANCY

Required	Not Required	Condition
☐	☒	Rooftop Addressing. Buildings exceeding a total square footage of 50,000 square feet shall have rooftop numbers placed parallel to the addressed street for purposes of being visible from the air. The numbers shall be block lettered and shall be a minimum of four (4) feet in height and eighteen (18) inches in width. When more than one street address is assigned to a building, the beginning and ending address numbers are to be placed at opposite ends of the building, indicating the approximate location of the addressed portion of the building.
☐	☒	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.

Justin Day | ***Deputy Fire Marshal***
Redlands Fire Department
Phone 909.798.7682
Email jday@cityofredlands.org
35 Cajon St, Ste. 12 Redlands, CA 92373

EXHIBIT D
LAND USE ENGINEERING DIVISION
CONDITIONS OF APPROVAL

[Attached]

REDLANDS DEVELOPMENT SERVICES DEPARTMENT
LAND USE ENGINEERING
DEVELOPMENT REQUIREMENTS
COMMISSION REVIEW AND APPROVAL NO. 984
AND CONDITIONAL USE PERMIT NO. 1221

Date of P.C. Meeting:	**October 13, 2026**
Applicant:	**Monte Vista Homes**
Location:	**780 W. San Bernardino Avenue (Northeast Corner W. San Bernardino Avenue/Texas Street)**
Project Description:	**Construct 194-Unit Apartment Complex**

The applicant shall comply with the following engineering requirements to allow for the orderly development of the surrounding area and for public health and safety.

All requirements for development shall be consistent with requirements set forth in the 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 preliminary/final Water Quality Management Plan (WQMP) for review and approval. WQMP shall consist of post construction Best Management Practices (BMPs) prepared in accordance with the requirements and guidelines of the San Bernardino County Stormwater Program. The requirements of the WQMP shall remain in effect throughout the life of the project. (California State Order No. R8-2010-0036)

All plans used as reference for design shall be listed on title sheet of all plans with reference numbers. All plans shall be submitted on 24" x 36" size sheets. Six (6) copies of each are required. After final review, grading and SWPPP plans shall be submitted on 24" x 36" size, min. 4 mil, mylar sheets for City's approval.

3. Submission of plan sets shall be complete and include all required engineering designs and drawings listed in No. 2 above. All plans submitted shall be substantially complete, and no plan check queue place-holder plans will be accepted. An incomplete plan submittal will not be accepted for plan check.

4. All support documentation shall be submitted with the plans to be checked. Submission shall include:
   a. Hydrology Report and Hydrologic Calculations; (RMC 18.12.080)
   b. Geotechnical Report; (RMC 15.04)
   c. Easement Documents. (RMC 18.12.080)

5. 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.

6. 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).

7. Cash cleanup deposit shall be submitted ($1,000.00). 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.

B. The following items are required prior to RECORDATION OF TRACT/PARCEL MAP.

No map is required for this application.

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.

2. Plans required to be submitted shall include:
   a. Street Improvement;
   b. Pavement Striping Plans (including reflectorized pavement markers);
   c. Street Tree Installation – Street trees shall be provided as per the approved Street Tree List;
   d. Traffic Signal Modification/Construction;
   e. 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; and
   f. Recycled Water Main 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 off-site improvements shall be designed by owner's Civil Engineer in accordance with City Standard Specifications and Detail Drawings and Standard Specifications for Public Works Construction (Green Book) latest revision thereof. 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.

5. 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 Engineer assume no liability as to the exact location of said lines where locations are not shown.

6. Submission of approved onsite potable and irrigations plans (pdf format) 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.

7. Provide pad certification and compaction report to the Building and Safety Division.

8. 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
    - Recycled Water Frontage Charges. (RMC 13.12.)

9. Final City approved mylars for all public improvements shall be on file with the Municipal Utilities and Engineering Department.

10. 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)

11. Requirements for San Bernardino Avenue (RMC 18.12.080):

    a. Dedicate to provide for a 52 foot half street right-of-way width including a corner cutoff at the property line return to accommodate a 35 foot radius curb return and pedestrian ramp;

b. Construct standard curb and gutter 40 feet north side of street centerline;
c. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the new curb and gutter to the street centerline verified through a geotechnical report;
d. Install a left turn lane into the site and construct a raised centerline median restricting left turns out of site as accepted by the City Engineer;
e. Construct standard property line adjacent sidewalk along the entire street frontage and ramps at all curb returns;
f. Install/relocate LED ornamental streetlight(s) with the equivalent illumination of a 150 watt sodium vapor streetlight. Prepare and submit a separate street lighting plan for City approval. Streetlight spacing shall be determined by the City design specifications. Location of the lights will be determined at time of plan preparation. Coordinate with City staff for guidance at that time. Prepare and submit a separate street lighting plan for City approval;
g. Provide street trees spaced every 40 feet avoiding sewer and water laterals. Prepare and submit a separate street tree plan for City approval;
h. Construct underwalk drain, if necessary;
i. Use traffic index of 9.0;
j. Install a minimum 8 inch diameter recycled water main including necessary valves and appurtenances; and
k. Install fire hydrants as required by the Redlands Fire Department.

12. Requirements for Texas Street (RMC 18.12.080):

a. Dedicate to provide for 44 foot half street right-of-way width including a corner cutoff at the property line return to accommodate a 35 foot radius curb return and pedestrian ramp;
b. Construct standard curb and gutter 32 feet west side of street centerline;
c. Provide full depth construction/reconstruction consistent with the City standard or alternative method of street rehabilitation as accepted by the City Engineer between the new curb and gutter to the street centerline verified through a geotechnical report;
d. Construct standard property line adjacent standard sidewalk along the entire street frontage and ramps at all curb returns;
e. Install/relocate LED ornamental street\light(s) with the equivalent illumination of a 150 watt sodium vapor streetlight. Prepare and submit a separate street lighting plan for City approval. Streetlight spacing shall be determined by the City design specifications. Location of the lights will be determined at time of plan preparation. Coordinate with City staff for guidance at that time. Prepare and submit a separate street lighting plan for City approval;
f. Provide street trees spaced every 40 feet avoiding sewer and water laterals. Prepare and submit a separate street tree plan for City approval;
g. Construct standard pavement transition based on design speed of the street to the north;

h. Construct underwalk drain, if necessary;
i. Use traffic index of 9.0; and
j. Install fire hydrants as required by the Redlands Fire Department.

13. Provide for adequate drainage facilities. The applicant shall provide and submit all necessary hydrology/hydraulic studies and calculations in accordance with the San Bernardino County Hydrology Manual. (RMC 18.12.080)

14. All off-site utilities shall be placed underground. The undergrounding shall include power poles located along the project site's street frontage(s) and may include power poles beyond the site's boundary as determined by Southern California Edison. Those overhead utility lines that are 66KV or greater will not be required to be undergrounded. Any power pole(s) that contain a streetlight may be required to install a standard streetlight, in accordance with the Municipal Utilities and Engineering Department's standards. Plans shall be submitted that detail the undergrounding of all off-site utilities, subject to review and approval by the City Engineer. (RMC 18.12.080)

15. Install reduced pressure principle backflow devices as required by City Engineer. (RMC 13.20)

16. Install onsite fire line with double detector check valve backflow devices at service connection satisfactory to the City Fire Department. (RMC 13.20)

17. 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.

18. Submit recycling plans for site demolition/construction for review and approval in accordance with Chapter 13.66 of the Redlands Municipal Code.

19. Dedication documents shall be prepared by a licensed Land Surveyor or registered Civil Engineer (registered prior to January 1982) and must be submitted for review and approval before recordation. (California B&P Code 8761 and CCR 4411)

20. Improvement bonds must be posted for the total estimated cost of off-site improvements as follows (RMC 18.12.080):

Performance	100% security (due prior to building permit issuance)
(Warranty)	10% security (due at acceptance of improvements)
Labor and Materials	50% security (due prior to building permit issuance)

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.

21. The 10% warranty security will be retained for one year after acceptance of public improvements by the City for warranty of off-site work. (RMC 18.12.080) and 12.20.100)

22. Execute Public Improvement Agreement. (RMC 12.22.060)

D. The following items are required prior to approval of APPLICATION FOR WATER SERVICE CONNECTION and prior to WATER METER INSTALLATION.

1. Pay the Water Capital Improvement Charge; (RMC 3.48.030)

2. Pay the Recycled Water Capital Improvement Charge; (RMC 3.53.050)

3. Pay the Water Source Acquisition Charge; (RMC 13.40)

4. Recycled Water Frontage Charges; (RMC 13.12.) and

5. 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 ($1,000.00). 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 building permit issuance)
(Warranty)	10% security (due at acceptance of improvements)
Labor and Materials	50% security (due prior to building permit issuance)

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 Public Improvement Agreement.

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. A grading certificate letter from the engineer of record is required.

5. 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)]

6. 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.)

7. 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.

8. Resurface existing roadway as directed by the City Engineer due to utility installations and construction damage.

9. Existing striping shall be removed and replaced as necessary. New striping and pavement markings shall be installed as required by the City Engineer.

10. 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 YOUNG, P.E., P.M.P.
One Stop Permit Center Manager

Initial

FILE: CRA 984 and CUP 1221

Planning Commission **AGENDA ITEM NO. EC.**

DATE: October 13, 2026

TO: Honorable Chair and Planning Commission

SUBJECT: APPLICANT: Redlands Pioneer Partners,LLC.
(PROJECT PLANNER: KEVIN BEERY, SENIOR PLANNER)

PUBLIC HEARING to consider and make a recommendation to the City Council regarding the following matters concerning a proposed residential development encompassing approximately 35.3 acres on the east side of Route 210, north side of West San Bernardino Avenue, south side of West Pioneer Avenue, and west side of Specific Plan No. 62 (APNs: 0167-091-09-0000, 0167-091-10-0000, 0167-091-11-0000, and 0167-091-042-0000):

1. California Environmental Quality Act, a determination whether to adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the project in accordance with section 15074 the California Environmental Quality Act Guidelines.

2. General Plan Amendment No. 150, a request to change the land use designation of the site from “Commercial” to “Medium Density Residential.”

3. Specific Plan No. 67, a request to establish the “Pioneer Park Specific Plan” comprising land use regulations, development standards, infrastructure specifications and implementation procedures governing development of the site.

4. Specific Plan No. 40 Amendment No. 56, a request to remove the site from the boundaries of the East Valley Corridor Specific Plan.

5. Change of Zone No. 483, a request to amend the Zoning Map to change the zoning district designation of the site from “East Valley Corridor Special Development District (EV/SD)” to “Specific Plan No. 67”

6. A Socio-Economic Study prepared for the proposed development in accordance with Measure U.

7. Tentative Tract Map No. 20797, a request for authorization to: vacate the existing segment of Tennessee Street traversing the project site; dedicate a new segment of New York Street along the east side of the site; subdivide the site into 255 lots ranging in size from 2,006 to 6,256 square feet (2,737 square feet on average) for single-family residential development, one 0.41-acre lot for multi-family residential development, and 13 lettered lots totaling 4.54 acres for open space and storm water treatment; and dedicate approximately 8.62 acres as public right-of-way for street purposes. (Development Services Director Reilly)

RECOMMENDATION:

Continue the public hearing to the next regular meeting of the Planning Commission on October 27, 2026.

MOTION:

"I move to continue the public hearing for the proposed Pioneer Park Specific Plan project to the October 27, 2026, Planning Commission meeting."

PREPARED BY:
Kevin Beery, Senior Planner