

REDLANDS GENERAL PLAN TRANSIT VILLAGES DISTRICT AND SPECIFIC PLAN PROJECT

INITIAL STUDY/NOTICE OF PREPARATION

Lead Agency:
City of Redlands
Development Services Department
35 Cajon Street, Suite 20
Redlands, CA 92373

August 30, 2021

Table of Contents

1	INTRODUCTION.....	1
1.2	PURPOSE OF THE INITIAL STUDY	2
1.3	DOCUMENT ORGANIZATION.....	2
1.4	INITIAL STUDY FINDINGS.....	3
2	ENVIRONMENTAL SETTING.....	4
2.1	PROJECT LOCATION	4
2.2	EXISTING SETTING	4
2.3	EXISTING GENERAL PLAN AND ZONING DESIGNATIONS	6
2.4	SURROUNDING LAND USES, GENERAL PLAN, AND ZONING DESIGNATIONS.....	7
3	PROJECT DESCRIPTION	23
3.1	PROJECT OVERVIEW.....	23
3.2	TRANSIT VILLAGES.....	23
3.3	REGULATING PLAN AND ZONES	24
3.4	TRANSPORTATION.....	26
3.5	OPEN SPACE AND LANDSCAPE.....	26
3.6	INFRASTRUCTURE IMPROVEMENTS.....	26
3.7	PROJECT AREA BUILDOUT.....	27
3.8	DISCRETIONARY APPROVALS	27
4	ENVIRONMENTAL CHECKLIST.....	37
4.1	ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	37
4.2	DETERMINATION	38
4.3	ENVIRONMENTAL CHECKLIST QUESTIONS.....	40
1.	AESTHETICS.....	40
2.	AGRICULTURE AND FORESTRY RESOURCES	48
3.	AIR QUALITY	50
4.	BIOLOGICAL RESOURCES	53
5.	CULTURAL RESOURCES	57
6.	ENERGY	59
7.	GEOLOGY AND SOILS	60
8.	GREENHOUSE GAS EMISSIONS	65
9.	HAZARDS AND HAZARDOUS MATERIALS.....	66
10.	HYDROLOGY AND WATER QUALITY.....	71
11.	LAND USE AND PLANNING	77
12.	MINERAL RESOURCES	78
13.	NOISE	80
14.	POPULATION AND HOUSING	82
15.	PUBLIC SERVICES.....	84
16.	RECREATION	88
17.	TRANSPORTATION	89
18.	TRIBAL CULTURAL RESOURCES	91
19.	UTILITIES AND SERVICE SYSTEMS.....	93
20.	WILDFIRES	96
21.	MANDATORY FINDINGS OF SIGNIFICANCE.....	98
5	DOCUMENT PREPARERS AND CONTRIBUTORS.....	101
6	REFERENCES	102

Tables

Table 1: TVSP Proposed Buildout	27
Table 2: Scenic Roadways in the City.....	46
Table 3: Estimate of Numbers of New Residents	82
Table 4: RUSD Schools Serving the TVSP Area.....	85
Table 5: Existing Parks within the TVSP Area	86

Figures

Figure 1: Regional Location	9
Figure 2: Local Vicinity.....	11
Figure 3: Aerial Photograph.....	13
Figure 4: Specific Plan Station Areas.....	15
Figure 5: General Plan Land Use Designation	17
Figure 6: General Plan Transit Villages.....	19
Figure 7: Existing Zoning Districts.....	21
Figure 8: Regulating Plan.....	29
Figure 9: Future Street Network Improvements	31
Figure 10: Future Bicycle Network Improvements	33
Figure 11: Public Realm Plan.....	35
Figure 12: Transit Villages Specific Plan and Transit Priority Areas	43

This page intentionally left blank.

1 INTRODUCTION

1.1 PROJECT SUMMARY

In 2012, the City Council of the City of Redlands (the “City”) commenced the process of developing goals and policies within Redlands’ General Plan to establish a framework for bringing transit-oriented development to the City by adopting Resolution No. 7173. Specifically, the City Council resolved an ambiguity in the General Plan which resulted from the voters’ approval in 1997 of a citizen-sponsored initiative ordinance, commonly known as Measure U, which prohibited the City Council from establishing new residential land use classifications in the General Plan, such as a residential mixed-use classification designed to facilitate transit-oriented development around such Metrolink stations. The City Council found, determined, and concluded in that resolution that Measure U, to carry out its purposes, should be interpreted as exempting the establishment of a “Transit-Village Overlay” (TVOZ) classification from its prohibition against the creation of new residential land use classifications in the General Plan.

In 2017, the City concluded its process of updating its General Plan, and the new, adopted, “City of Redlands General Plan 2035” (GP2035) included Chapter 4.5, titled “Transit Villages,” which set forth a “Transit Village Area Strategy” and “Concept” comprised of the TVOZ which was proposed for areas within a one-half mile radius of the five (5) contemplated transit stations, and a “Mixed Use Core” which would cover areas within a quarter-mile of four (4) those transit stations; specifically those stations proposed to be located at California Street, Alabama Street, New York Street, and the University of Redlands. The Mixed Use Core was not proposed for the Downtown Station, as the General Plan contemplated development occurring around that station under the City’s existing “Downtown Specific Plan” (Specific Plan No. 45), as it might be amended.

The City’s proposed project that is the subject of this Initial Study would amend the text of the City’s GP 2035 to eliminate references to the “floating” TVOZ and, in place thereof, establish the Transit Villages District (TVD) land use classification contemplated by City Council Resolution No. 7173 with specific, delineated, geographical boundaries. The land use map for the GP2035 would also be amended to change the land use designations (e.g., Figure 4-1 (General Plan Land Use, Figure 4-8 (Transit Village land Use)), as necessary, for those properties within the new Transit Villages District to facilitate transit-oriented development. Other related amendments to the GP2035 would be made to revise the reference to the Mixed Use Core and make it applicable to the downtown transit station, revise the GP2035 tables and text relating to residential build-out projections, and change certain roadway designations (e.g., Figure 5-5 (Roadway Classification)) in the City’s downtown area from “boulevards” and “major arterials,” to “minor arterials.”

The City’s proposed project would then implement the new TVD, and the accompanying aforementioned GP2035 amendments through the adoption of the Transit Villages Specific Plan (TVSP). The boundaries of the TVSP are coterminous with the TVD and encompass approximately 947 acres generally bounded on the west by Alabama Street, West Redlands Boulevard, Kansas Street, and Tennessee Street; on the north by Interstate 10, Colton Avenue, and Sylvan Boulevard; on the east by Judson Street; and on the south by Citrus Avenue, Central Avenue, East Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and West State Street. The aforementioned GP2035 amendments, and the TVSP are collectively referred to herein as the “Project”

1.2 PURPOSE OF THE INITIAL STUDY

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the Project. As required by State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the lead agency, the City, in consultation with other jurisdictional agencies, to determine if a Negative Declaration (ND), Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR) is required for the Project.

This Initial Study informs the City's decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the Project. A "significant effect" or "significant impact" on the environment means "a *substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*" (State CEQA Guidelines Section 15382). As such, the document's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (California Public Resources Code Section 21003.1)
- Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines Section 15004(b)(3))

This Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Section 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines Sections 15000 et seq.).

1.3 DOCUMENT ORGANIZATION

This Initial Study includes the following sections:

Section 1.0 Introduction

Introduction and Purpose. Discusses the document's purpose, format and content, CEQA requirements, the planning context under which the document was prepared, the Initial Study findings, a summary of the public review and processing of the document, and a list of the technical reports used to prepare the document.

Section 2.0 Project Setting

Provides information about the Project location.

Section 3.0 Project Description

Includes a description of the Project's physical features and construction and operational characteristics. It lists the discretionary actions required to implement the Project's amendments to the GP2035, and the adoption of the TVSP.

Section 4.0 Environmental Checklist

Includes the environmental checklist and evaluates the Project's potential to result in significant adverse effects to the physical environment.

Section 5.0 Document Preparers and Contributors

Includes a list of the persons that prepared this Initial Study.

Section 6.0 References

Includes a list of the references in this Initial Study pursuant to State CEQA Guidelines Section 15150.

1.4 INITIAL STUDY FINDINGS

Section 4.0 of this document contains the Environmental Checklist that was prepared for the Project pursuant to CEQA requirements. The Environmental Checklist indicates that the Project would result in no impacts or less than significant environmental effects under the issue areas of agriculture and forestry resources, biological resources, mineral resources, and wildfire.

The Environmental Checklist indicates that the proposed Project would potentially result in significant environmental effects under the issue areas of aesthetics, air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. Therefore, these subjects are recommended for further evaluation in an EIR.

2 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The City is located near the base of the San Bernardino Mountains in San Bernardino County, approximately 60 miles northeast from the City of Los Angeles and approximately 45 miles west from the city of Palm Springs. The City is situated along the Interstate 10 (I-10) corridor, which links the City with the cities of San Bernardino, Fontana, Ontario, and Los Angeles to the west, and Yucaipa, Beaumont, and Coachella Valley cities to the east. State Route 210 (SR-210) originates in the City and traverses the northwest part of the City, heading north then west towards the cities of Highland and Pasadena (see Figure 1, *Regional Location*).

Redlands is a mid-sized city encompassing approximately 36 square miles with an estimated 2019 population of approximately 71,513 residents (USCB 2020). A new commuter rail line, called the Arrow, is under construction in the City that will be operated by San Bernardino County Transportation Authority (SBCTA). The Arrow will initially include five stations, three stations in the City of Redlands and two stations in the City of San Bernardino, connecting the existing San Bernardino Transit Center in Downtown San Bernardino and the University of Redlands using an approximately 9-mile stretch of former Atchison, Topeka, and Santa Fe railway right-of-way.

The three Arrow stations proposed to be developed by SBCTA in the City, include: 1) New York Street/Esri Station near the intersection of Redlands Boulevard and New York Street across from the existing Esri campus, 2) Downtown Station adjacent to the existing historic Santa Fe Depot between Eureka Street and Orange Street, and 3) University Station adjacent to the University of Redlands at the south end of campus at University Street (see Figure 2, *Local Vicinity*, and Figure 3, *Aerial Photograph*).

The Project area generally includes the parcels located within approximately one-half mile, or a 10-minute walk, of the three new Arrow stations in the City. The Project area, which covers approximately 947 acres (approximately 1.48 square miles), is generally bounded as follows: to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by Interstate 10, Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street (see Figure 4, *Specific Plan Station Areas*). The Project area also includes the parcels fronting both sides of the Orange Street corridor between Colton Avenue and Lugonia Avenue (see Figure 4, *Specific Plan Station Areas*).

2.2 EXISTING SETTING

The Project area is divided into three planning areas referred to as transit villages, which generally surround each new Arrow station, as shown on Figure 4. The New York Street/Esri Transit Village area is generally west of Texas Street and Center Street. The Downtown Transit Village area is generally bounded to the east by Church Street, to the west by Texas Street, and includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue. The University Transit Village area is located east of Church Street and west of Judson Street. These are further described in detail below.

- **Existing setting of the New York Street/Esri Transit Village area.** The area around this station is car-oriented. Large blocks generally comprise the area with commercial and light industrial buildings set back away from the street behind parking lots or landscaped front yards. The I-10 and SR-210 interchange is to the northwest of this transit village. Freeway access is provided at Alabama Street and Tennessee Street. Alabama Street, Tennessee Street, and Texas Street pass beneath the I-10, connecting the transit village area to the neighborhoods north of the freeway. The transit village is traversed east-west by the railways, which run along the north side of Redlands Boulevard, until New York Street, where they branch off from one another as they proceed eastward.

There are no existing bicycle facilities within this village area aside from the western segment of the Orange Blossom Trail (a Class 1 bicycle facility).

The Arrow station will be located along the north side of Redlands Boulevard at New York Street. To the south of the station site and Redlands Boulevard is Esri's campus headquarters, and to the southeast (across the intersection) from the station site is Jennie Davis Park, a 5.2-acre neighborhood park with picnic and playground facilities. Land uses to the west of the Esri campus (across Tennessee Street) consist primarily of light industrial warehouse buildings and commercial services or office uses. To the south of the Esri campus is a neighborhood of apartments and multifamily buildings.

North of the railway, existing development consists of car-oriented uses, strip mall shopping centers, fast-food restaurants, hotels, and recreational facilities. North of the I-10 are commercial and single-family residences. Buildings within this area range from one to three-story buildings. Many of the one-story light industrial and retail buildings are tall one-story buildings facing the street. The parcels surrounding the station are largely vacant.

- **Existing setting of the Downtown Transit Village area.** This area includes the City's urban core and the historic Santa Fe Depot. The station site will be at the north side of the Santa Fe Depot (for the new Arrow platform) and immediately west of the Depot (for the new Metrolink platform). Blocks located east of Orange Street within Downtown are small and promote walkability, with commercial and mixed-use buildings built adjacent to and accessed directly from the sidewalk. Blocks west of Orange Street are larger and less pedestrian-friendly with buildings and site designs that are more car-oriented, with buildings located behind street-facing parking lots. Access to the I-10 is via ramps at Sixth Street, Orange Street, and Eureka Street. Streets that pass underneath the freeway include Texas Street, Eureka Street, Orange Street, Sixth Street, and Church Street.

State Street, which is lined with buildings that face and are accessed from the sidewalk and shaded by ficus trees, is the City's prime pedestrian-friendly street and a remaining portion of the original historic downtown business district. Sidewalks within the Downtown Village are typically eight feet wide and located adjacent to the curb. Additionally, bicycle facilities exist along segments of Colton Avenue and Citrus Avenue.

Many parcels west of the Downtown Station are vacant as well as a few vacant remnant packinghouse buildings to the north and south of the Santa Fe Depot. Most of the buildings within this transit village are one- and two-story in height. A notable exception is the Citibank building, which is six stories tall. In addition, many of the old packinghouse buildings surrounding the Santa Fe Depot are one-story buildings with tall interiors.

There are two parks within this transit village, Terrace Park and the northeastern tip of Smiley Park. Terrace Park is a linear park built along the south side of Colton Avenue between Orange Street and Church Street. The portion of Smiley Park within the transit village consists of the lawns, paths, and benches that surround the historic Police Annex building. The rest of Smiley Park that is not within the TVSP includes the Redlands Bowl amphitheater, the Lincoln Memorial Shrine, the A.K. Smiley Library, shuffleboard courts, and a restroom building.

- **Existing setting of the University Transit Village area.** This area includes the portion of the University of Redlands campus located south of Sylvan Boulevard and Sylvan Park (which is 18-acres). Access to the I-10 is provided via University Street and Cypress Avenue. Church Street, University Street, and Citrus Street pass underneath the freeway providing access to other areas in the City.

Many street sections within this village area, particularly those surrounding the station area, do not have adequate sidewalks. Sidewalks within the residential neighborhoods tend to be separated from the curb by continuous planters planted with trees. The Orange Blossom Trail, a Class I bicycle trail to the east, provides limited bicycle connectivity in the village area.

Land uses located north of the I-10 and west of University Street include Sylvan Park, single-family residences, and some multi-family buildings. The southeast portion of the village primarily consists of multi-family buildings. Most of the buildings within this transit village area are one- and two-story in height. Single-family residences are mostly one-story and multi-family buildings are two stories. Most of the land immediately surrounding the station site is vacant and unimproved.

2.3 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The GP2035 designates the Project area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks.

Most of the New York Street/Esri Transit Village area consists of non-residential land use designations except for the multi-family residential area in the southern portion of the village. The Downtown Transit Village area is also primarily non-residential, with multi-family allowed along the eastern edge. Land use designations in the University Transit Village are primarily medium and high density residential, except the institutional designations associated with the University of Redlands campus to the north of the station site. The TVOZ enables residential uses in a mixed-use configuration within a half-mile of each station (see Figure 5, *General Plan Land Use Designation*).

GP2035 Livable Community Element includes a Transit Villages section (Section 4.5) that provides for the TVOZ, which applies to areas within a half-mile radius of the five rail stations that were anticipated in the GP2035, which includes the initial three Arrow stations within the City currently under construction. The TVOZ includes strategies for transportation system enhancements including vehicle, pedestrian, and bicycle connectivity to each station and mixed-use development. Land use designations in the TVOZ include modified residential land use designations for: low medium-, medium-, and high-density residential; commercial and commercial/industrial; office;

public/institutional; park; and agriculture. These designations are designed to foster higher intensities and more compact development patterns within the TVOZ than elsewhere in the City (see Figure 6, *General Plan Transit Villages*).

Existing residential zoning is primarily Multi-Family Residential (R-2 and R-3); however, there are two small areas with existing single-family zoning. The parcels on 11th Street between the I-10 and Colton Avenue in the Downtown Transit Village are zoned Single-Family Residential (R-1) and the parcels in the University Transit Villages bounded by the I-10, East Cypress Avenue, and East Citrus Avenue are zoned Suburban Residential (R-S). See Figure 7, *Existing Zoning Districts*.

Non-residential zoning in the Project area include Industrial (I-P), Light Industrial (M-1), Planned Industrial (M-P), Administrative and Professional Office (A-P), Neighborhood Stores (C-1), General Commercial (C-3), Highway Commercial (C-4), Commercial (C-M), Educational (E), Transitional (T), Open Land (O), Floodplain (FP), East Valley-General Commercial (EV/CG), and East Valley-Public Institutional (EV/PI).

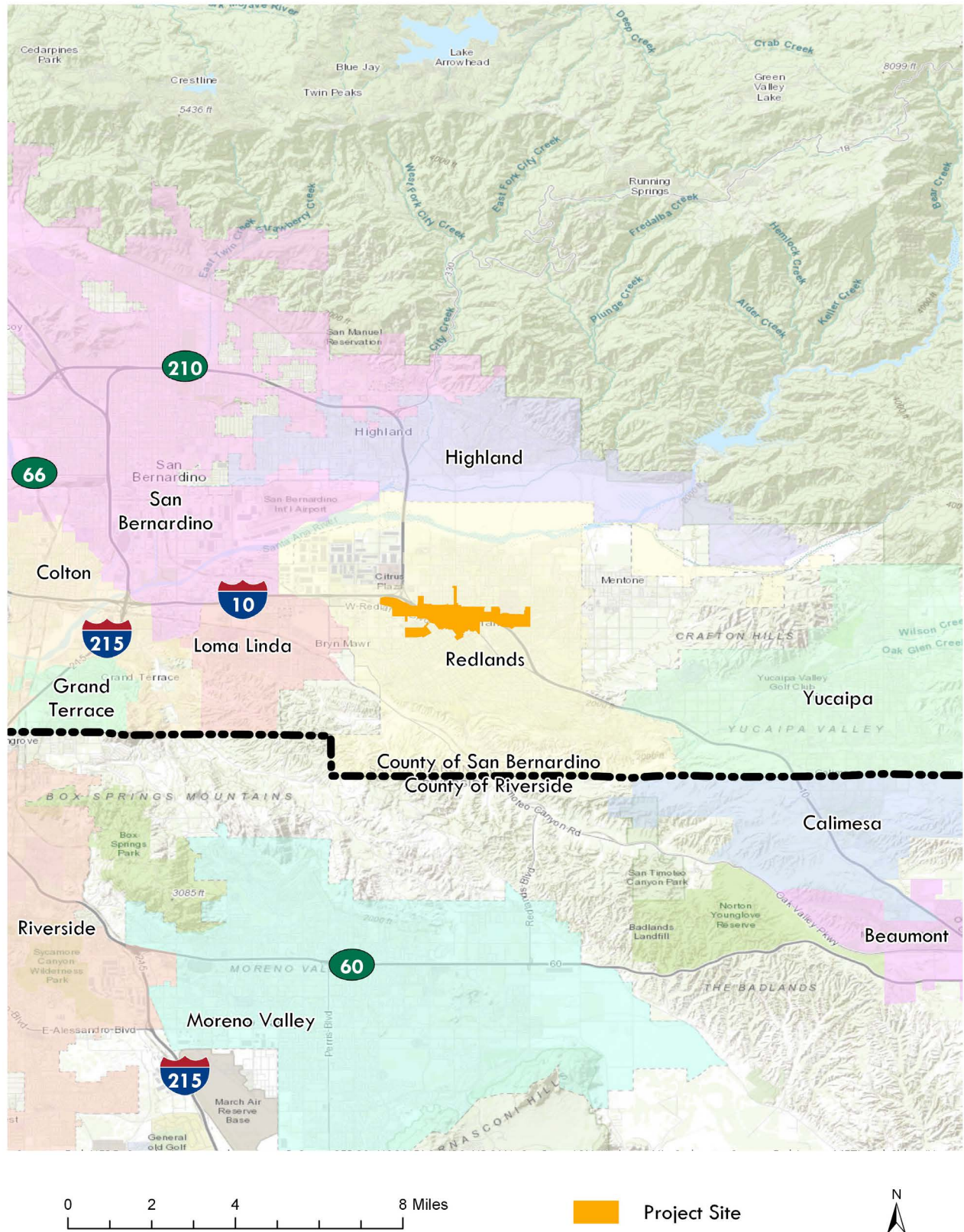
The current Downtown Specific Plan (Specific Plan No. 45) governs the parcels in the downtown area, which is divided into Town Center, Town Center-Historic District, and Service-Commercial District. The objective of the Downtown Specific Plan is to create a compact, pedestrian-oriented environment. If adopted, the TVSP would replace the current Downtown Specific Plan in its entirety.

2.4 SURROUNDING LAND USES, GENERAL PLAN, AND ZONING DESIGNATIONS

The Project area is generally surrounded by a variety of GP2035 land use designations and zones including industrial, institutional, agricultural, commercial, and single- and multi-family residential. Views of the surrounding GP2035 land use designations can also be seen on Figure 5, and views of the surrounding zoning can be seen on Figure 7.

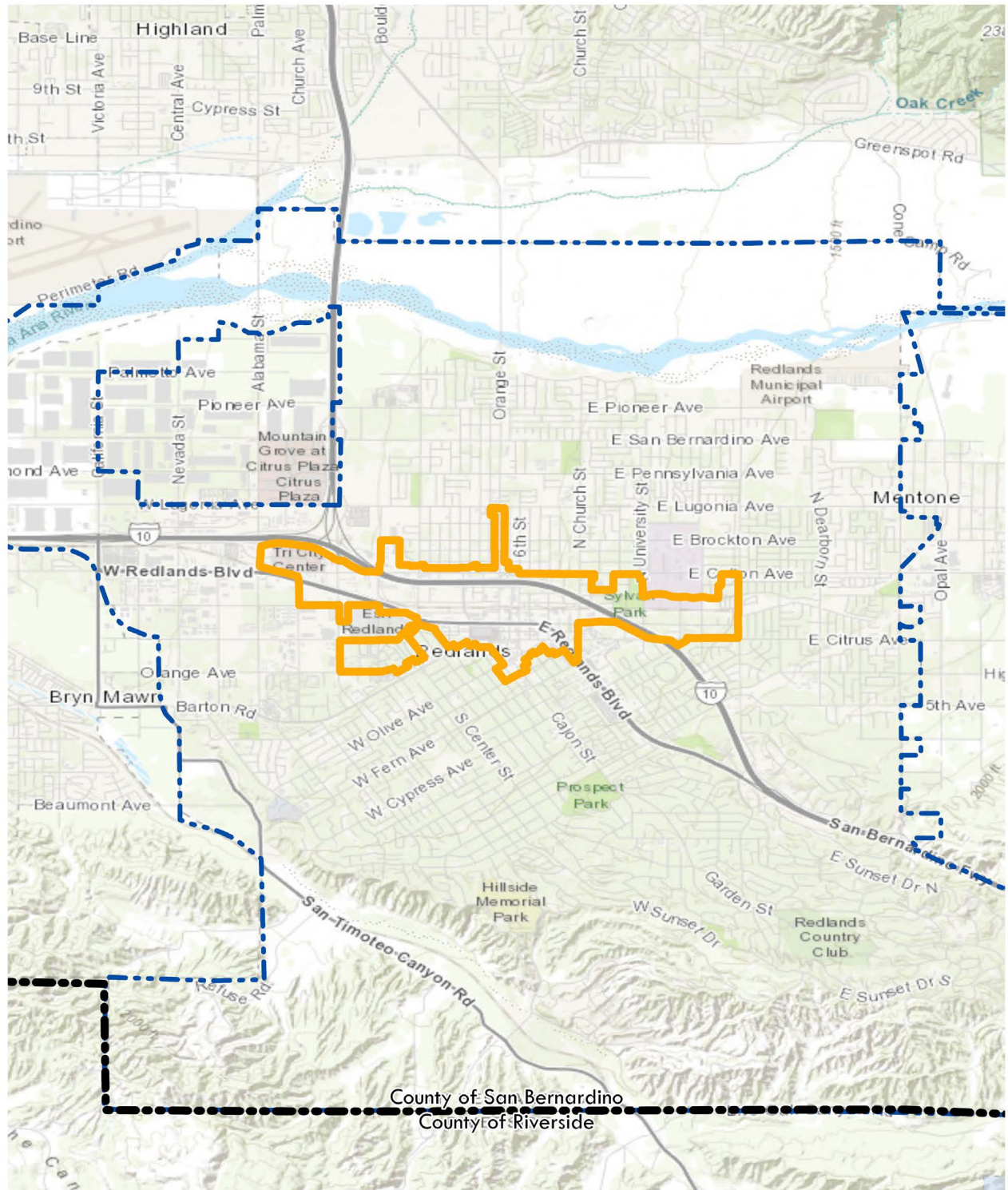
This page intentionally left blank.

Regional Location



This page intentionally left blank.

Local Vicinity



Project Site



Redlands City Limits



This page intentionally left blank.

Aerial View

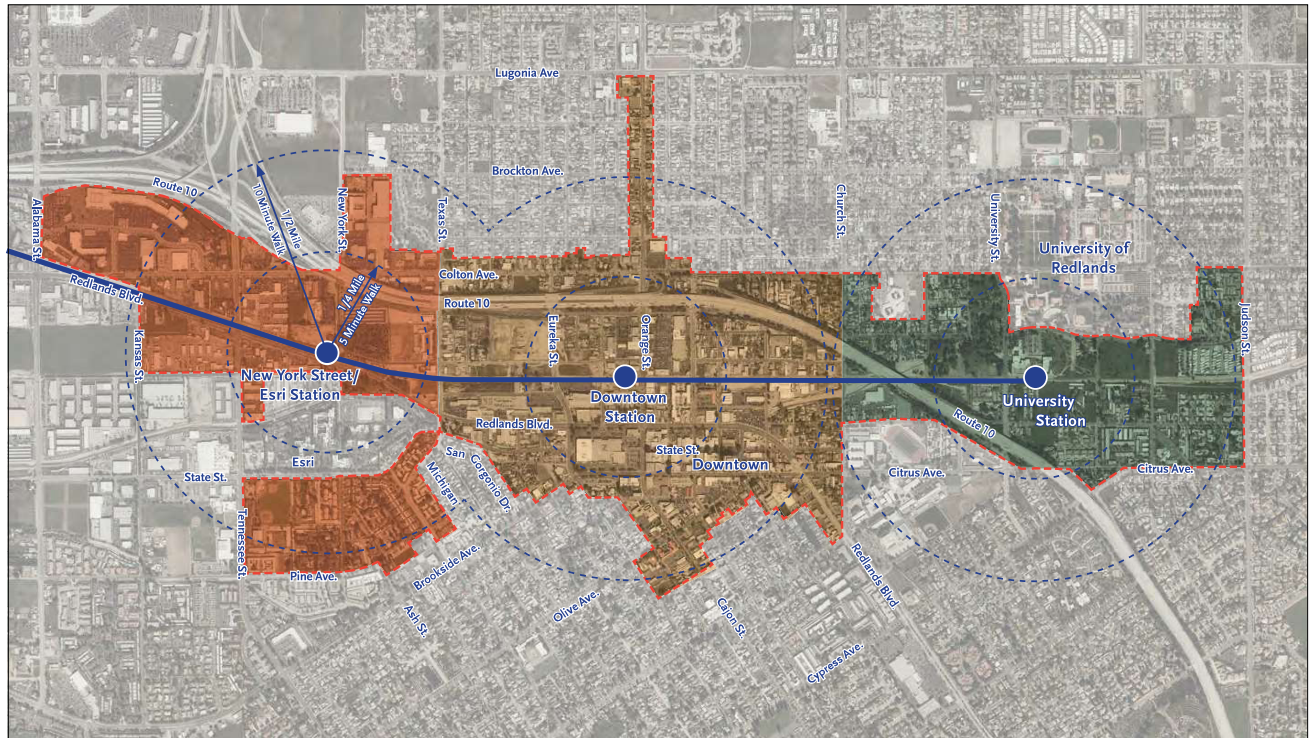


 Project Site



This page intentionally left blank.

Specific Plan Station Areas



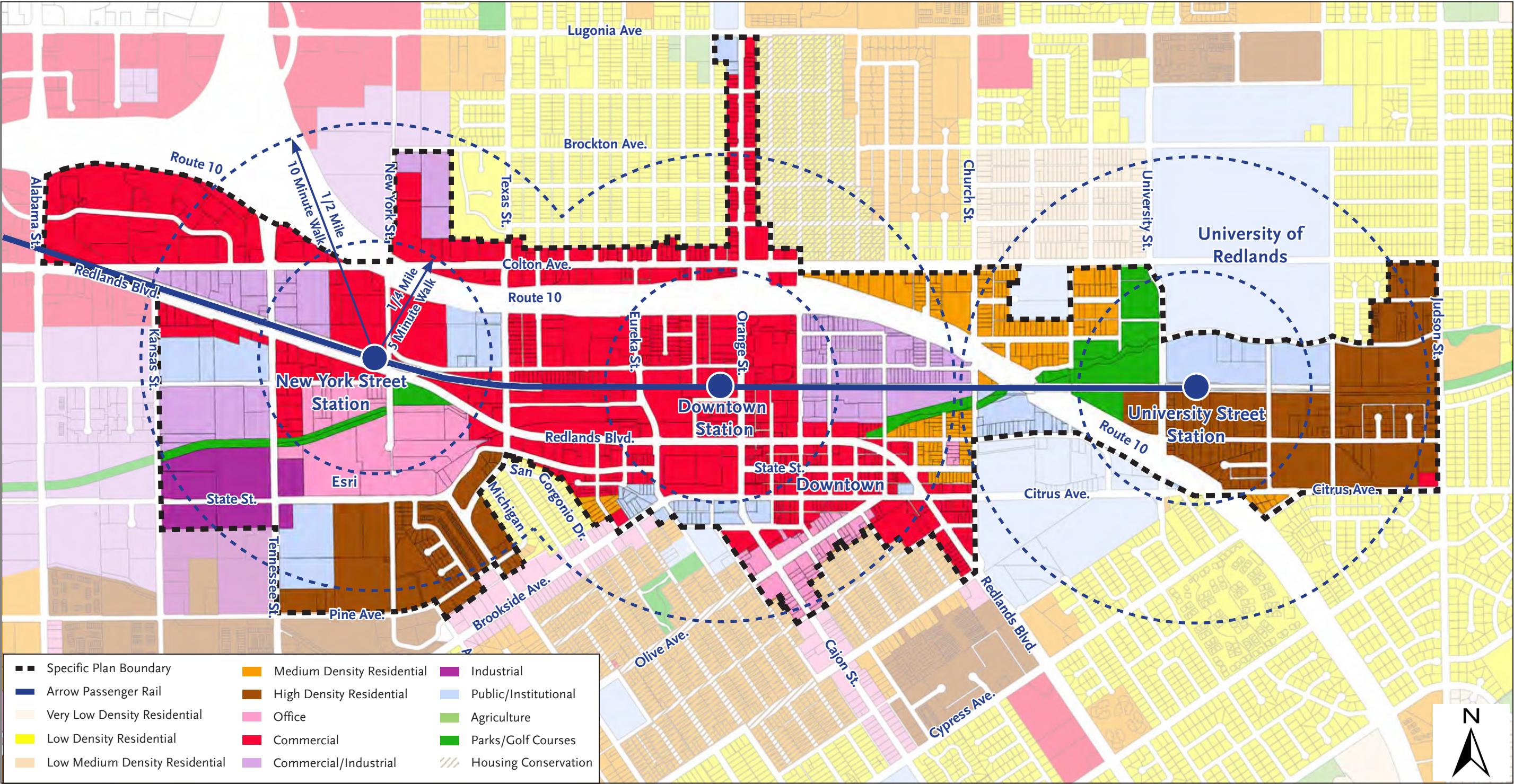
LEGEND

- Specific Plan Boundary
- Arrow Passenger Rail
- University Transit Village
- New York Street/Esri Transit Village
- Downtown Transit Village



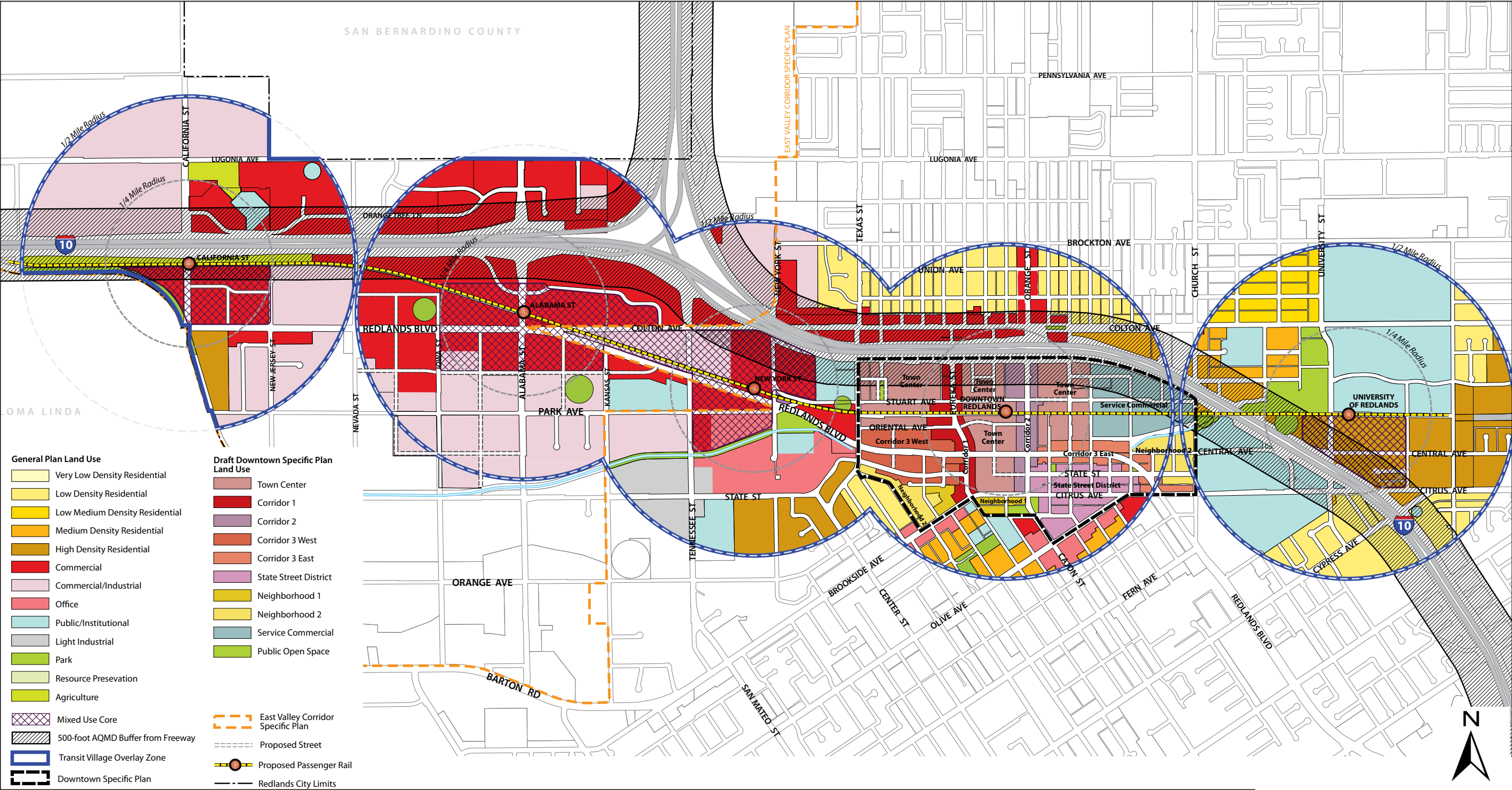
Moule & Polyzoides Architects and Urbanists: Redlands Transit Villages Specific Plan (April 20, 2020)

This page intentionally left blank.



Moule & Polyzoides Architects and Urbanists: Existing Conditions Analysis for Redlands Transit Villages Specific Plan (Nov 26, 2018)

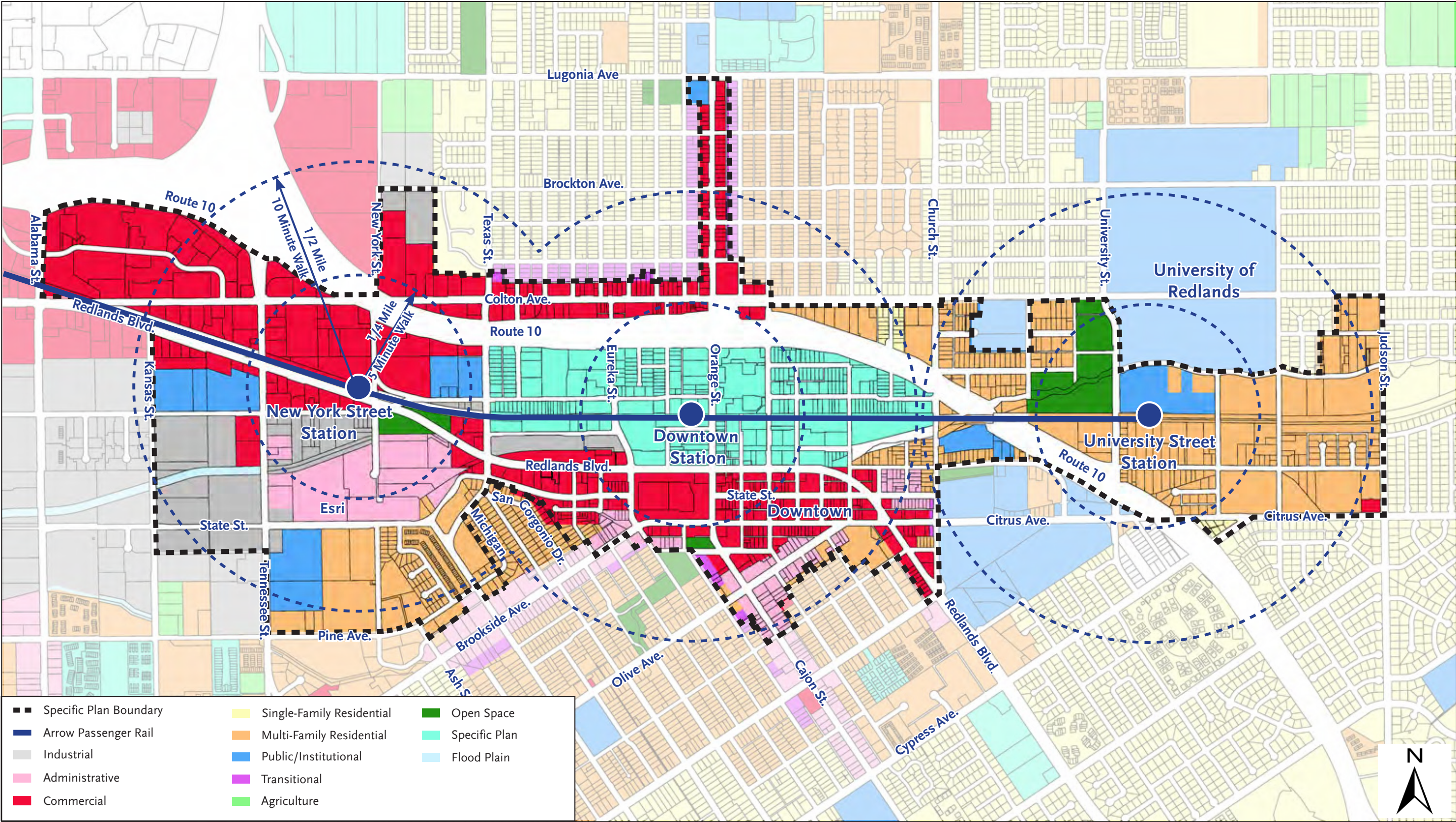
This page intentionally left blank.



Moule & Polyzoides Architects and Urbanists: Existing Conditions Analysis for Redlands Transit Villages Specific Plan (Nov 26, 2018)

This page intentionally left blank.

Existing Zoning Districts



Moule & Polyzoides Architects and Urbanists: Existing Conditions Analysis for Redlands Transit Villages Specific Plan (Nov 26, 2018)

This page intentionally left blank.

3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The GP2035 includes more than 100 Policies and Actions related to the future development of transit villages around the new Arrow rail line stations in the City. Of the five Arrow rail stations that were shown in the GP2035, three are currently being built by SBCTA, in the first phase of Arrow's operation: New York Street/Esri Station, Downtown Station, and University Station. The remaining two stations, which will be located at Alabama Street and California Street, will be built by SBCTA in a later phase of Arrow development, the timing of which is unknown at this time.

The Project would advance the GP2035's present Transit Village Strategy and Concept by amending the GP2035 to establish the new TVD land use designation to encourage development in the center of town by providing a plan for introducing new residential and commercial uses located within 0.5 mile of each of these three new stations. The proposed adoption of the TVD, along with the implementing TVSP, will set regulations for the community's long-term vision for compact, efficient, responsible, and environmentally sustainable development. As a form-based code, the TVSP will emphasize building form, a mix and density of different uses, strong pedestrian orientation and transit-oriented development, and public realm improvements and amenities.

3.2 TRANSIT VILLAGES

New York Street/Esri Village

The Project would implement mixed-use development on the vacant and underutilized parcels and provide tree-lined streets and sidewalks for pedestrian access to the station, Esri campus, and Downtown Village area. Infill development in the area would reduce the scale of the existing area to provide consistency in scale with the Downtown Transit Village and surrounding pre-World War II neighborhoods. Landscaping would be introduced to the Zanja Channel west of New York Street to provide open space and recreational opportunities, and the New York Street Neighborhood Park could be sited in the center of the residential planning areas north of the Arrow station. Bike lanes would be installed on New York Street and new street trees would be planted between on-street parallel parking spaces. Redlands Boulevard between Texas Street and Tennessee Street would be improved to facilitate access to the new station by installing sidewalks, a planted center median, bicycle lanes, and a crosswalk at New York Street.

Downtown Transit Village

The Project would provide a walkable mixed-use district consisting of pedestrian-scaled blocks, tree-lined streets with seating and exterior dining opportunities, and squares and plazas. Surface parking lots would be infilled with compact mixed use development that would utilize onsite parking garages. Orange Street and Redlands Boulevard, as the primary entries into downtown, would be enhanced with new street trees, streetlights, and other streetscape elements. The Santa Fe Depot has been rehabilitated and restored, a new four-level parking structure is being constructed adjacent to the Arrow and Metrolink platforms, a new at-grade pedestrian passage crosses the railway along the Third Street alignment connecting the parking structure to the Santa Fe Depot, and possibly a small plaza located south of the railway.

The Downtown Transit Village anticipates redevelopment of the Redlands Mall site, (for which applications are presently being processed with the City) and the realignment of State Street and Third Street to restore the interconnected block pattern that existing prior to construction of the mall. Redevelopment of the mall site would include up to 4-story tall mixed-use and/or multi-family residential buildings located throughout the mall site. Within the High Avenue neighborhood, the Project provides for infill development of vacant and underutilized parcels, and a possible future parking garage on the Ed Hales Park parking lot located south of Redlands Boulevard between Fifth and Sixth Streets.

The Project includes development of multi-family residential uses between Eureka Street to the east and Texas Street to the west, Stuart Avenue to the north, and State Street to the south, in walking distance of both the New York Street/Esri Station and Downtown Station. Additionally, a neighborhood park could possibly be located between the railway and Oriental Avenue, east of Texas Street, and a greenway and park network is envisioned to extend between the Esri campus and Downtown.

University Village

This village would be redeveloped with pedestrian-oriented mixed-use buildings and connect directly with the University of Redlands campus. Toward that end, amenities in this village would also be directed toward university students and faculty. The Arrow station would be flanked by new tree-lined street couplet, Park Avenue North and Park Avenue South, providing access to the transit village and commuter parking. The mixed-use buildings would be concentrated along the Rambla corridor, a distinctive north-south running thoroughfare between Central Avenue and Sylvan Boulevard with travel lanes on either side of a median.

The University Transit Village would include a new University Village comprised of Village North, Village Center, and Village South, and a new Sylvan Neighborhood. Village North, would provide academic and campus-oriented uses as well as mixed-use buildings with ground floor retail and residential, office, or academic uses on the upper floors. A central park would be located east of the station, and a university-oriented hotel and conference center north of the central park.

Village Center, located between the Arrow station to the north and Citrus Avenue to the south of west of the Rambla, would include mixed-use blocks with neighborhood-serving ground floor uses and possibly a market hall or grocery store. Village South, located between Central Avenue to the north and Citrus Avenue to the south, would include commercial and mixed-use buildings that provide regional retail uses, and residential uses along Cook Street. A parking structure lined on the outside by ground floor retail uses and upper floor office or residential uses would be added as the area infills. Moreover, the Sylvan Neighborhood would be located to the east of Village North and consist of residential uses.

3.3 REGULATING PLAN AND ZONES

The Project identifies allowed land uses and, through the TVSP, provides detailed standards for building placement, height, massing, articulation, frontage, landscape, and parking based on a form-based code. The form-based code incorporates a gradual transitioning of the height and mass of larger buildings from larger to smaller to avoid incompatible buildings heights next to each other. The TVSP's regulating plan is shown in Figure 8, *Regulating Plan*, and would serve as the zoning map for the TVSP. The Regulating Plan includes the following districts:

- **Village Center (VC).** This district applies to the parcels immediately surrounding the three Arrow stations. Like the three- and four-story buildings that lined State Street and Orange Street prior to World War II, new buildings in this zone could reach a height of four stories and would be mixed-use, all residential, or all office. Retail ground floors would be located at the back of sidewalk, while residential ground floors may be placed behind small front yards. Parking would be located within structured garages behind buildings or storefront liners, or constructed subterranean.
- **Downtown (DT).** The district applies to parcels facing State Street east of Orange Street, and along the east side of Orange Street between the railway right of way and State Street. This district is largely built-out. New buildings could be up to three stories in height and accommodate a mix of uses with commercial ground floors and residential or commercial upper floors. Parking would be located within structured garages behind buildings or storefront liners, subterranean, or in park-once lots or structures.
- **Village General (VG).** This district applies to parcels located around the periphery of the three Arrow stations and permits multi-family and mixed-use buildings with an average height of three stories. Parking may be within structured garages or surface lots that would be located behind buildings, or subterranean garages.
- **Village Corridor (COR).** This district applies to parcels located along the north side of Colton Avenue, both sides of Orange Street north of the I-10, and both sides of Olive Avenue. This district provides for small-scale mixed-use buildings up to two stories in height, with commercial ground floors and residential or commercial upper floors. Parking lots would be located behind and to the sides of buildings.
- **Neighborhood General 1 (NG1).** This district applies to parcels located between Sixth Street and Church Street and would provide for small-scale commercial and residential-style buildings that accommodate commercial, light industrial, and live-work uses. New buildings would be up to two stories in height. Parking lots would be allowed behind and to the side of buildings.
- **Neighborhood General 2 (NG2).** This district would enable house-form buildings that accommodate residential and office uses. New buildings would be up to two stories in height and set back from the sidewalk behind front yards. Parking lots would be located behind buildings. New buildings would match or complement prevalent building setbacks along the length of the block and complement building heights and massing of adjacent buildings or buildings across the street.
- **Special District (SD).** This district applies to school and other institutional sites. New buildings would accommodate educational, religious, and other civic uses. Parking would be in surface parking lots or garages.
- **Civil Space (CS).** This district applies to parks, plazas, greens, and other open spaces within the TVSP area. These open spaces may accommodate small structures such as gazebos, restrooms, and community centers.

3.4 TRANSPORTATION

The Project provides a framework for the development of a walkable, mixed-use environment around the three new Arrow stations. A key component of this framework is a network of complete, multi-modal streets that provide for pedestrians, bicyclists, transit patrons, and motorists (see Figure 9, *Future Street Network Improvements*).

Bicycle infrastructure improvements identified in the Project include:

- Class 1 Orange Blossom Trail. A Class 1 bicycle facility is a separate right-of-way for exclusive use for bicyclists and pedestrians.
- Class 2 lanes, which are on-street facilities dedicated to bicycles and identified with lane striping and pole signs, would be developed on Colton Avenue between Orange Street and Redlands Boulevard, Redlands Boulevard, Tennessee Street, Texas Street, Center Street, Eureka Street, Sixth Street, University Street, Gove Street, and State Street west of Eureka Street;
- Class 3 routes, which are on-street bike routes shared with motorists, would be developed on New York Street and Church Street (see Figure 10, *Future Bicycle Network Improvements*).

The Project includes parking improvements in the Downtown Transit Village that include on-street parallel parking, angled parking, parking lot expansion, and new parking garages.

3.5 OPEN SPACE AND LANDSCAPE

The proposed street and open space network would provide contiguous green space connecting the TVSP villages. One feature in particular is the proposed Zanja Greenway, a historic existing irrigation feature that traverses the Project area from the along Sylvan Boulevard in the University Transit Village trending southwest past the New York Street/Esri Transit Village. The TVSP would introduce riparian landscaping along the Zanja, which also runs parallel to the City-designated Orange Blossom Trail, providing the TVSP open space connectivity. The TVSP also introduces an open space plaza at State Street/Third Street, midtown greenbelt in the Downtown Transit Village, a central park in the University Transit Village, and a neighborhood park in the New York Street/Esri Transit Village. See Figure 11, *Public Realm Plan*.

3.6 INFRASTRUCTURE IMPROVEMENTS

Water system infrastructure improvements include upgrading potable water mains due to age and size to provide reliable fire suppression and adding non-potable water mains to serve the New York Street/Esri and Downtown station areas. The University Station area would be served by extending a private university-owned non-potable system.

Regarding the floodplain, advanced hydrologic modeling demonstrated that approximately 155 properties could be removed from floodplain area and implementing Alternative 1 of the Master Plan of Drainage would further reduce the floodplain area. However, until these means of significantly reducing the existing 100-year floodplain can be realized, there are several design responses enumerated in the TVSP to ensure that properties subject to the City's floodplain regulations maintain a street-oriented, pedestrian-friendly urban character.

As new development occurs within the Project area, undergrounding of dry utilities would be required for electrical transmission lines less than 66 kilovolts (kV).

3.7 PROJECT AREA BUILDOUT

There are a number of vacant parcels located within the Project area, mostly concentrated along and near the railway right-of-way, as well as other developed or vacant parcels near the train stations. The acreage and units that could be developed from buildout of the Project is shown on Table 1, *Project Proposed Buildout*. The amount of square-footage and dwelling units listed in Table 1 could be constructed at the present time under the current zoning designations within the Project area (e.g., General Commercial (C-3) and Downtown Specific Plan (SP 45) in the proposed Downtown Transit Village area). However, the TVSP as a form-based code would achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities, among other aesthetic and community benefits.

Table 1: TVSP Proposed Buildout

Residential			
Type of Dwelling Unit (estimate only)	Number of Units (and %) (estimate only)	Avg. Floor Area per Dwelling Unit (estimate only)	Gross building square-footage (estimate only)
Studio	600 (25%)	650	390,000
1 bedroom	600 (25%)	750	450,000
2 bedrooms	600 (25%)	1,000	600,000
3 bedrooms	600 (25%)	1,300	780,000
Residential Total	2,400 (100%)	925 avg.	2,220,000
Retail Commercial	--	--	265,000
Office	--	--	238,000
Hotel	220	--	110,000
Open Space and Parks	--	--	280,000

3.8 DISCRETIONARY APPROVALS

Approval and implementation of the Project requires approval of the following discretionary actions:

CITY OF REDLANDS

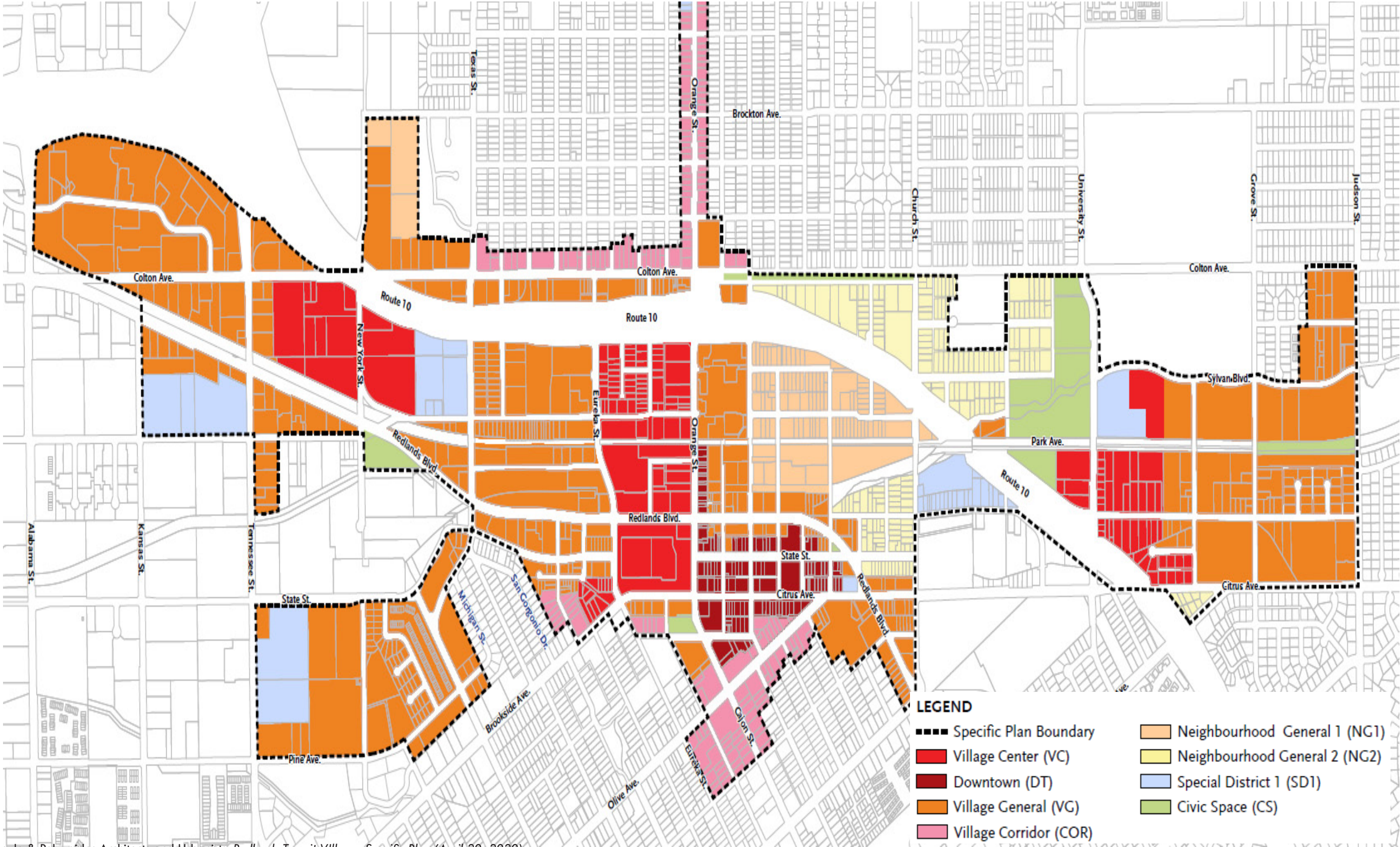
- Certification of the EIR for the Project.
- Amendments to the GP2035
- Adoption of the TVSP

This Initial Study and forthcoming EIR may be used by various governmental decision-makers for discretionary permits and actions that are necessary or may be requested in connection with implementation of future development projects pursuant to the Project. The state or local agencies

that may rely upon the information contained in this Initial Study and forthcoming EIR when considering approval of permits may include, but are not limited to, the following:

- South Coast Air Quality Management District (point source emissions permits)
- California Regional Water Quality Control Board (National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)
- California Department of Transportation (Caltrans) (improvements to intersections within Caltrans rights-of-way)

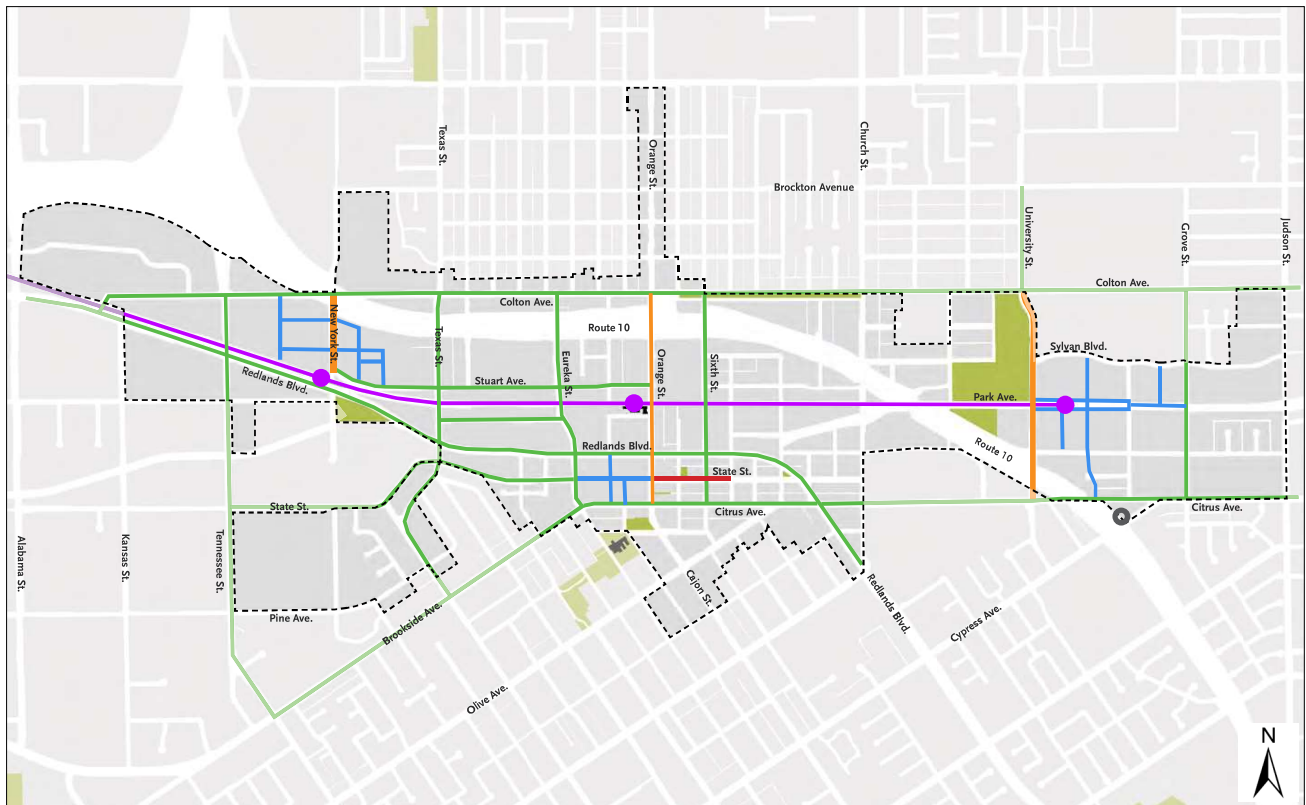
Remainder of Page Intentionally Blank



Moule & Polyzoides Architects and Urbanists: Redlands Transit Villages Specific Plan (April 20, 2020)

This page intentionally left blank.

Future Street Network Improvements



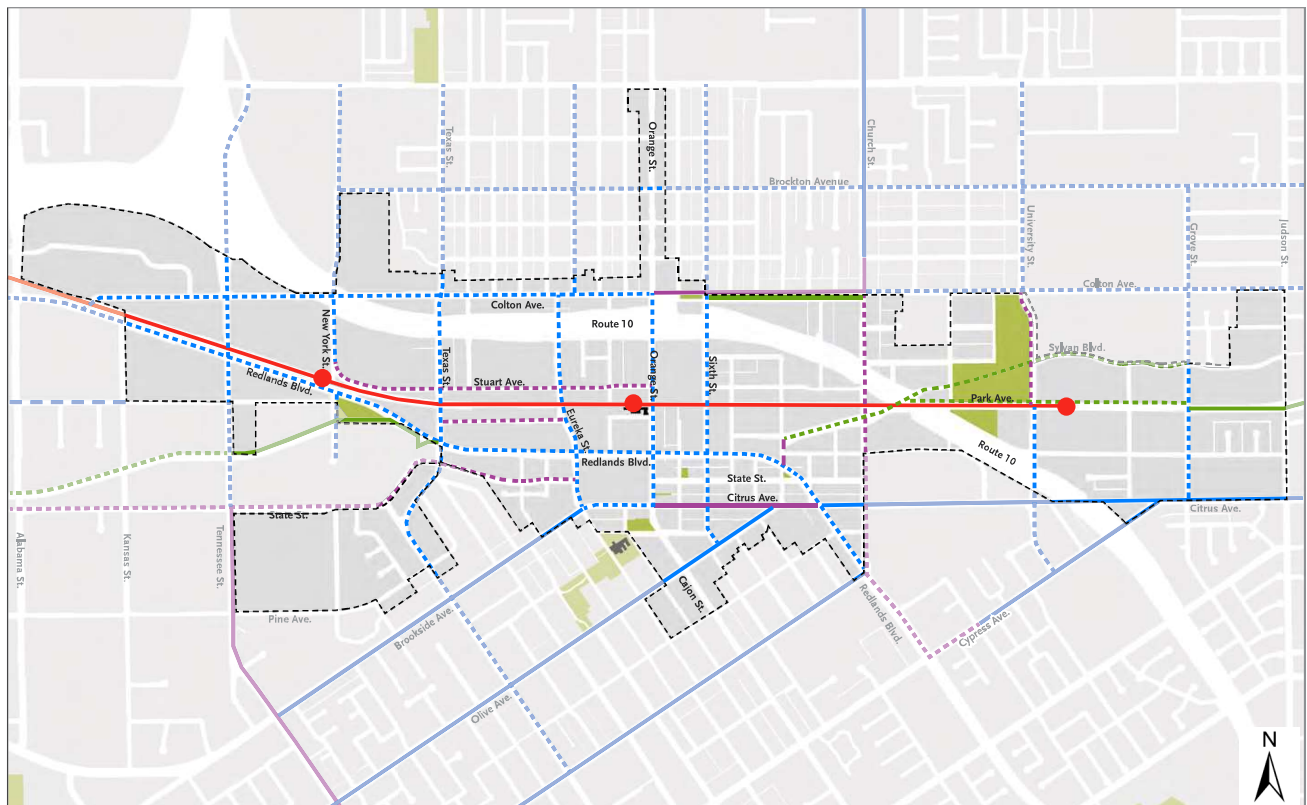
LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- 1/2 Mile Pedestrian Shed
- Arrow Passenger Rail and Station
- Gateway Street
- New Street
- Multi-modal Street
- Convert to Two-Way
- Potential Cypress Ave. Roundabout

Moule & Polyzoides Architects and Urbanists: Redlands Transit Villages Specific Plan (April 20, 2020)

This page intentionally left blank.

Future Bicycle Network Improvements

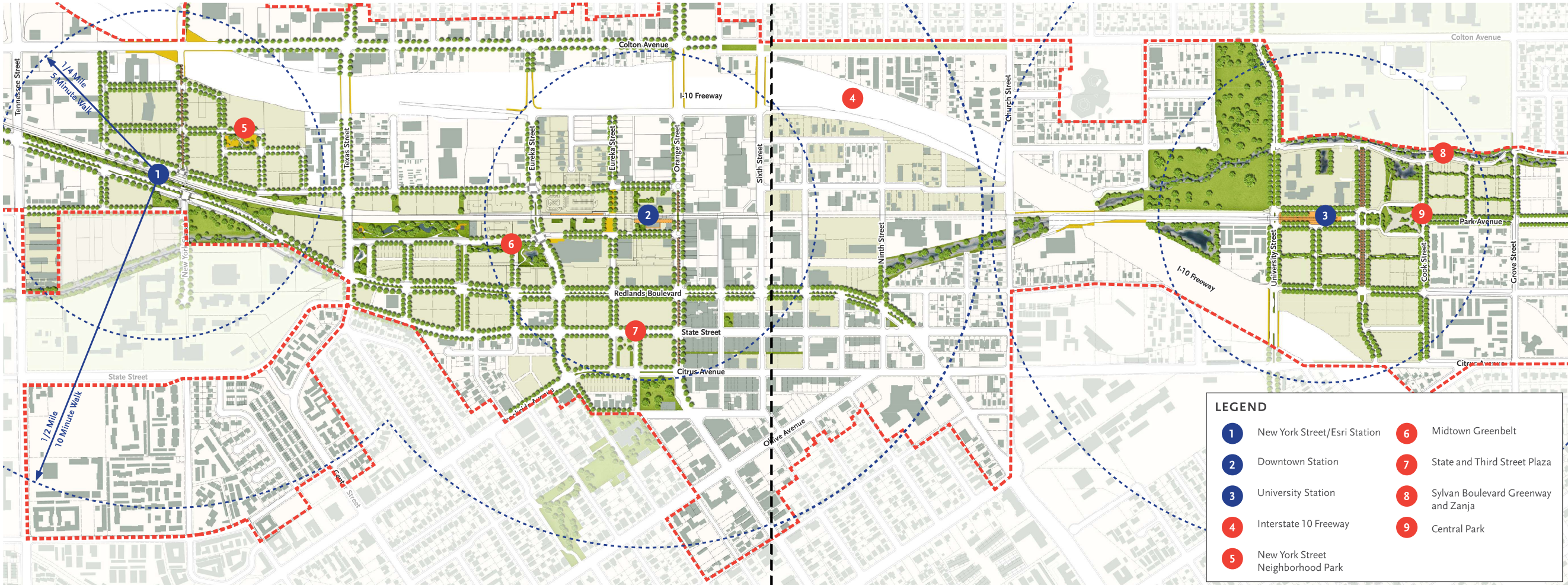


LEGEND

- | | | | |
|----------------------------|--------------------------|------------------------|----------------------------------|
| --- Specific Plan Boundary | Existing Shared-Use Path | Future Shared-Use Path | Arrow Passenger Rail and Station |
| 1/4 Mile Pedestrian Shed | Existing Bicycle Lane | Future Bicycle Lane | |
| 1/2 Mile Pedestrian Shed | Existing Bicycle Route | Future Bicycle Route | |

Moule & Polyzoides Architects and Urbanists: Redlands Transit Villages Specific Plan (April 20, 2020)

This page intentionally left blank.



Moule & Polyzoides Architects and Urbanists: Redlands Transit Villages Specific Plan (April 20, 2020)

This page intentionally left blank.

4 ENVIRONMENTAL CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed Project. The checklist form identifies potential Project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact; and, 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed Project.

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☑) would be potentially affected by the Project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input checked="" type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology/Soils	<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials
<input checked="" type="checkbox"/>	Hydrology/Water Quality	<input checked="" type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input checked="" type="checkbox"/>	Noise	<input checked="" type="checkbox"/>	Population/Housing	<input checked="" type="checkbox"/>	Public Services
<input checked="" type="checkbox"/>	Recreation	<input checked="" type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input checked="" type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

4.2 DETERMINATION

(To be completed by the Lead Agency) based on this initial evaluation

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

8-26-2021

Date

BRIAN FOOTE, CITY PLANNER

Printed Name

For

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is

appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

- 4) “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:
 - (a) Earlier Analysis Used. Identify and state where they are available for review.
 - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - (c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

4.3 ENVIRONMENTAL CHECKLIST QUESTIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099 would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

State Transit Priority Regulations

Public Resources Code (PRC) Section 21099(d) (Senate Bill 743 (2013)) sets forth guidelines for evaluating project transportation impacts under CEQA, as follows: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.”

PRC Section 21099 defines a “transit priority area” as an area within 0.5-mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.”

PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

PRC Section 21099 defines an “employment center project” as “a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.”

PRC Section 21099 defines an “infill site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site

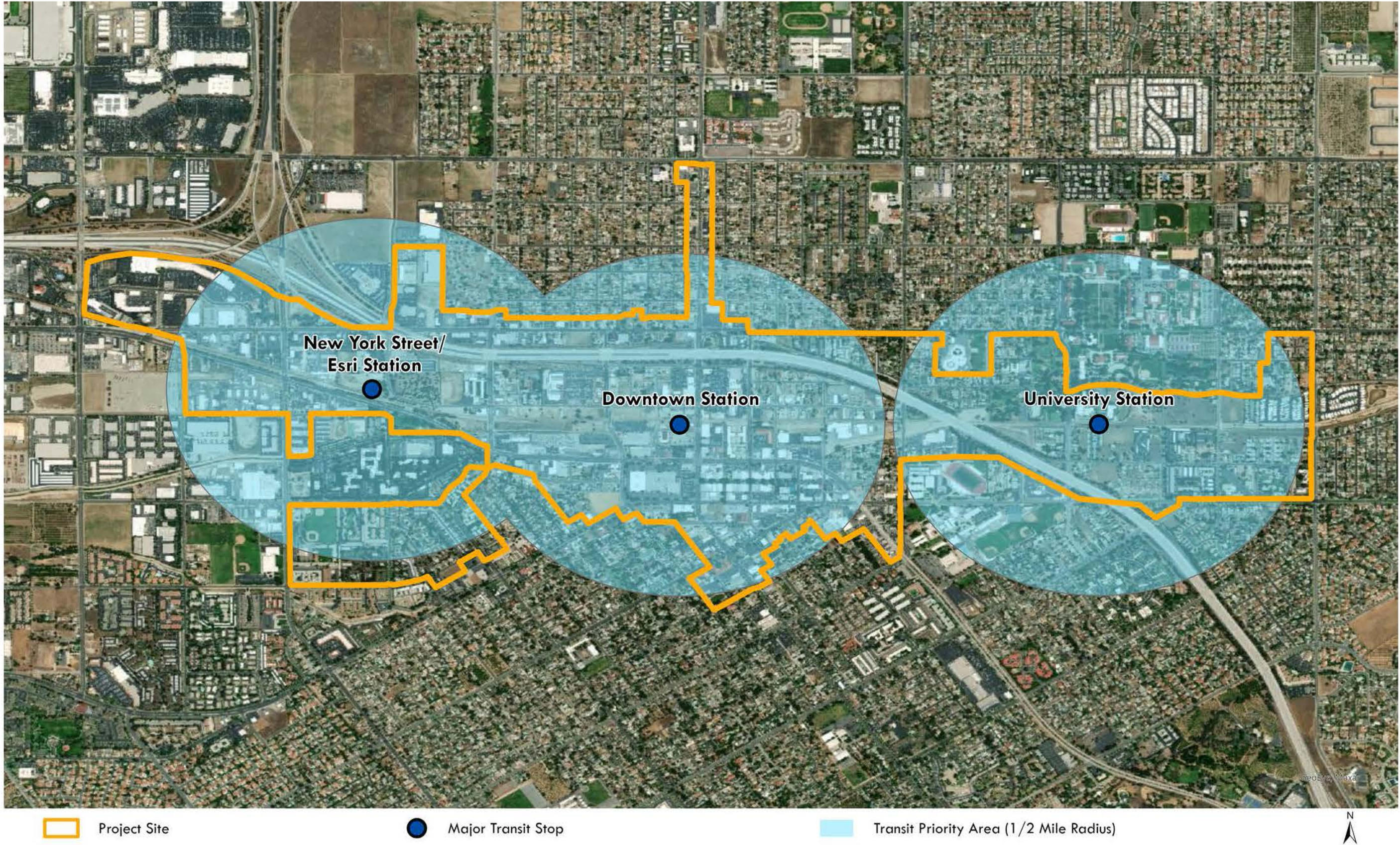
adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The under-construction Arrow stations constitute major transit stops as they will serve rail transit. Accordingly, PRC Section 21099 applies to the majority of the Project area within a half-mile of each Arrow station is a TPA (see Figure 12, *Transit Villages Specific Plan and Transit Priority Areas*). There are no other major transit stops in the City. Therefore, individual development projects under the TVD and TVSP that are within a TPA (as well as future projects within a TPA but outside the Project area) are exempt from aesthetic impacts under CEQA. As not all the Project area lies within a TPA, an aesthetics analysis is included in this Initial Study.

The following analysis analyzes impacts to aesthetics from Project implementation; however, this analysis for future individual development projects within a TPA is for informational purposes only and not for determining its impacts to the environment. Specifically, for those individual development projects within a TPA, nothing in the aesthetic impact analysis in this Initial Study shall trigger the need for any findings, analysis, or mitigation measures under CEQA.

Remainder of Page Intentionally Blank

This page intentionally left blank.



This page intentionally left blank.

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a view or visual setting. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or “vista” of the scenic resource. Scenic vistas in the City consist of the scenic corridors and views to and from open spaces (e.g., watershed features, hillsides, habitats, and grove preserves) including San Timoteo Canyon, Live Oak Canyon, Crafton Hills, Santa Ana River wash, and the San Bernardino Mountains (GP2035 EIR, p. 3.1-9). These scenic vistas are not within or adjacent to the Project area.

In general, the terrain of the Project area slopes gently to the west at about two percent and does not include hilly topography. The Project area consists of an urbanized environment that does not include or provide scenic vistas. Land use changes that would occur under the TVSP are in or near already developed areas of the City and coincide with areas designated for development under the GP2035. Likewise, the Project advances the GP2035’s intent to focus development within infill areas to relieve pressure on developing in open space and agricultural areas, while filling visual gaps in existing neighborhoods. Toward this end, the Project incorporates a TOD approach that is guided by form-based code, which means the physical form detailed in the TVSP’s Development Code is the primary urban design principal in each zone followed then by the land use, instead of the land use determining the form. As such, changes resulting from the Project would be consistent with an urbanized environment and with the type of development appropriate for the center of the City as envisioned by the GP2035. Additionally, structures resulting from the Project would be generally within the heights of the existing developed areas and would not block views of or from these scenic vistas as the Project structures would be consistent with views presently found in the area.

Thus, implementation of the Project would not directly diminish the scenic quality of an existing scenic vista, block a view corridor, or vista of a scenic resource. Therefore, implementation of the Project would not result in a substantial adverse effect on the open space scenic vistas, impacts would be less than significant, and this issue will not be analyzed further in the EIR.

b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potentially Significant Impact. There are no officially designated state scenic highways traversing the Project area; however, State Route 38 is an eligible, albeit not officially designated, state scenic highway. State Route 38 traverses the Downtown Transit Village area as Orange Street north of the I-10 to Lugonia Avenue. State Route 38 then continues outside of the Project area easterly as Lugonia Avenue, which then turns into Mentone Boulevard and Mill Creek Road as the highway continues into the San Bernardino Mountains. Moreover, the City has designated numerous roadway segments as scenic highways, drives, and historic streets subject to special development standards (GP2035 EIR, p. 3.1-11). Table 2, *Scenic Roadways in the City*, lists the City-designated scenic roadways and roadways being considered for scenic designation as well as their relationship to the Project area.

Table 2: Scenic Roadways in the City

Scenic Roadway	Scenic Segment	Relationship to TVSP Area
Brookside Avenue	from Lakeside Avenue to Eureka Street	A small portion of the easternmost terminus of this roadway segment at the intersection of Eureka Street enters the Project area in the Downtown Transit Village
Olive Avenue	from Lakeside Avenue to Cajon Street	A small portion of the easternmost terminus of this roadway segment at the intersection of Cajon Street enters the Project area in the Downtown Transit Village
Center Street	from Brookside Avenue to Crescent Avenue	Outside of the Project area
Highland Avenue	from Serpentine Drive to Cajon Street	Outside of the Project area
Sunset Drive	from Serpentine Drive to Edgemont Drive	Outside of the Project area
Cajon Street	(Whole street)	The northern terminus of this segment at Citrus Avenue/Orange Street south to Clark Street is within the Project area in the Downtown Transit Village
Mariposa Drive	between Halsey and Sunset Drive	Outside of the Project area
Dwight Street	between Pepper Street and Mariposa Drive	Outside of the Project area
<i>Roadways Being Considered for Scenic Designations</i>		
Riverview Drive	Along the Santa Ana River wash	Outside of the Project area
Live Oak Canyon Drive	(Whole street)	Outside of the Project area
San Timoteo Canyon Road	(Whole street)	Outside of the Project area
Sylvan Boulevard	(Whole street)	The western terminus at the intersection of University Street east to Judson Street is within the Project area in the University Transit Village
Nevada Street	from Orange Blossom Trail to Barton Road	Outside of the Project area
Pioneer Avenue	from River Bend Drive to Judson Street	Outside of the Project area
Rural roads in Crafton area		Outside of the Project area

As the Project proposes development near an eligible state scenic highway and City-designated scenic roadways, potentially significant impacts could occur, and this issue will be analyzed in the EIR.

- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Potentially Significant Impact. The Project area is located within an urbanized area. As discussed above, the Project incorporates a TOD approach that is guided by the proposed form-based code. The Project would alter the visual character and/or quality of the area from the existing vacant and underutilized parcels to a higher density mixed-use development with new architecture, landscaping, open space, and recreational areas. The EIR will evaluate whether the Project would conflict with zoning or other regulations governing visual character and scenic quality.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Potentially Significant Impact. The Project area is in a well-lit urbanized area of the City where there are low, moderate, and high levels of ambient nighttime lighting generally appropriate to the existing land use, including street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from structures that passes through windows). In

an urban environment, light emanating from any one source contributes to the overall lighting impacts rather than being solely responsible for lighting impacts on a particular use.

Buildout of the Project would have the potential to alter lighting patterns and overall amount of lighting in the Project area as compared with the existing conditions. Additionally, headlights from new vehicles trips to and from the Project area at night would be an increased source of light due to the greater intensity of uses from redeveloped underutilized parcels.

Glare is the result of improperly aimed or blocked lighting sources that are visible against a dark background such as the night sky. Glare may also refer to the sensation experienced looking into an excessively bright light source that causes a reduction in the ability to see or causes discomfort. Potential reflective surfaces in the Project vicinity include vehicles traveling and parked on streets, and exterior building windows. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in an area.

Given the amount of development potential of Project implementation to introduce new sources of light (i.e., street lights, vehicle lights, building lights, etc.), increase ambient lighting in daytime and nighttime, generate vehicle trips that may increase glare, and increase of reflective building materials that could result in glare such as windows, the Project may result in a substantial adverse increase in light or glare. Therefore, impacts to light and glare may be potentially significant from Project implementation, and this issue will be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY				
RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project area is urbanized and largely developed. There is no designated Prime Farmland, Unique Farmland, or Farmland of Local Importance within the Project area (GP2035 EIR, Figure 3.2-1). Therefore, implementation of the Project would not convert existing designated farmland and no related impact would occur. This issue will not be analyzed further in the EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments. None of the parcels within the Project area are currently zoned for agricultural use, nor is there any land under a Williamson Act contract within the Project area (City Zoning 2020), and GP2035 EIR, Figure 3.2-1). Therefore, no impact would occur, and this issue will not be analyzed further in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project area is an urbanized environment. None of the parcels within the Project area are currently zoned as forest land, timberland, or Timberland Production (City Zoning 2020). Therefore, no impact would occur, and this issue will not be analyzed further in the EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project area is an urbanized environment. No forest land exists in the Project area, and implementation will not result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no impact would occur, and this issue will not be analyzed further in the EIR.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project area is an urbanized environment. Implementation of the Project focuses on infill redevelopment pursuant to TOD planning principles, within an area where no farmland, agricultural land, or forest land exists. The Project would not result in the conversion of farmland to non-agricultural or forest land to non-forest land, either directly or indirectly. Therefore, no impact would occur, and this issue will not be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Project site is in the South Coast Air Basin ("Basin") and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG uses regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed project would result in growth that is substantially greater than what was anticipated, then the proposed project would conflict with the AQMP. On the other hand, if a project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers a project consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The Basin is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the Basin, including the Project, could cumulatively contribute to these pollutant violations. Should construction or operation of the Project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

Implementation of the Project would generate pollutant emissions during both construction and operation of new developments in the Project area. During construction, sources of pollutant

emissions include heavy off-road equipment as well as on-road motor vehicles and workers' commutes to and from development sites. Construction activities would result in emissions of particulate matter, as well as nitrous oxides (NO_x) and volatile organic compounds (VOCs), which are precursors to ozone formation. Additionally, because buildout of the Project would involve changes in land use intensity and traffic patterns, an increase of air pollutant emissions could occur that may result in significant impacts to air quality. Furthermore, operation of new or altered buildings could increase emissions from new area sources. Overall, the pollutant emissions associated with the Project could result in potentially significant impacts to air quality in the area and could potentially conflict with SCAQMD's AQMP. Thus, the potential for implementation of the Project to conflict with or obstruct implementation of the AQMP will be evaluated in the EIR.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. As indicated above, short-term construction activities and long-term operation of development implemented by the Project may generate emissions that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. Due to the elevated concentrations of air pollutants that currently occur in the Basin, when combined with other past, present, or reasonably foreseeable future projects in the area, the net increase of criteria pollutants could cumulatively contribute to the nonattainment designations of pollutants in the Basin. Thus, the EIR will evaluate the potential for the Project to generate a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment.

c) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors are locations where uses or activities result in increased exposure of persons more sensitive to the unhealthful effects of emissions (such as children and the elderly). Examples of land uses that can be classified as sensitive receptors include residences, schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. Sensitive receptors within the Project area include existing and proposed residential areas, schools, parks, and recreational areas. Future development pursuant to implementation of the Project may expose these existing and/or new sensitive receptors to substantial pollutant concentrations. Therefore, the EIR will evaluate the potential for construction and operation of the future developments in the Project area to expose sensitive receptors to substantial pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The Project would implement residential, commercial, retail, civic, and institutional development within the Project area. These types of land uses do not include activities that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by new and existing non-residential land uses are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance

to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

During construction, emissions from diesel equipment, use of VOCs from architectural coatings, and paving activities may generate some nuisance odors. However, these odors would be temporary and are not expected to affect a substantial number of people. Therefore, impacts relating to both operational and construction activity odors would be less than significant, and this issue will not be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>4. BIOLOGICAL RESOURCES.</u>				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. As described by the City's GP2035 EIR, there are 19 species that are state or federally listed as rare, threatened, or endangered species that have been or were identified as potentially present within the City and its Sphere of Influence. Only eight species are known to either be present or have a moderate to high probability of occurring due to the presence of suitable habitat, mainly along the Santa Ana River, Mill Creek, or San Timoteo Creek (GP2035 EIR, p. 3.4-23).

These areas are not within the Project (GP2035 EIR, Figure 3.4-12). The Project area is urbanized and developed. Implementation of the Project would implement infill development within an already highly-disturbed urban environment and would not result in any direct impacts to special status species, nor involve or result in any existing habitat modifications that could indirectly result in a substantial adverse effect on any special status species. Therefore, the Project would not result in impacts on species identified as candidate, sensitive, or special status, and further analysis of this issue is not required in the EIR. By focusing more future development in the future transit villages in the core area of the city (a primary strategy of the GP2035), it will result in preserving and protecting the open space and any potentially sensitive habitat areas around the periphery of the city.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

No Impact. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. Such areas, especially those with native vegetation adjacent to or immediately upstream of the Santa Ana River, Mill Creek, and San Timoteo Creek, are not within the Project area (GP2035 EIR, Figure 3.4-1).

The Project area is located in an area that contains a considerable amount of impervious surfaces (i.e., asphalt, cemented streets, parking lots, buildings, etc.) and non-native ornamental trees, shrubs, and ground cover; therefore, riparian habitat is not present nor another sensitive natural community present in the Project area. The Project would involve infill and redevelopment within an already highly-disturbed urban environment and would not involve any changes or alterations to any riparian habitat or other sensitive natural community. Therefore, the Project would not result in impacts on riparian habitats and this issue would not be analyzed in the EIR.

c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal, pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The Project area does not contain protected wetlands (USFWS 2020). The Project area is a highly disturbed urban environment. Implementation of the TVSP would not have a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impact would occur in this regard, and this issue would not be further analyzed in the EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. The GP2035 identifies potential wildlife corridors through the Live Oak Canyon and San Timoteo Canyon areas, and for the City to protect wildlife corridors connecting the San Bernardino National Forest, Santa Ana River Wash, Crafton Hills, San Timoteo

and Live Oak canyons, the Badlands, and other open space areas (GP2035 EIR, p. 3.4-29). These areas are not located within or adjacent to the Project area.

No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located within the Project area or in the surrounding area. However, mature trees are scattered throughout the area. Although the trees are mainly ornamental and nonnative, they may provide suitable habitat, including nesting habitat, for migratory birds. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The U.S. Fish and Wildlife Service (USFWS) administers permits to take migratory birds in accordance with the MBTA. The City requires that all projects comply with the MBTA by either avoiding grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities. Projects implemented under the Project would be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to any nesting birds if found. With adherence to the MBTA requirements, less than significant impacts would occur and no further analysis is required in the EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The City has a Street Tree Policy and Protection Guidelines Manual (adopted January 2013) and a tree protection ordinance codified as RMC Chapter 12.52 for street trees and trees in public places. The GP2035 also includes tree protection policies consistent with said guidelines manual.

Implementation of the Project is not anticipated to conflict with the provisions of these existing tree policies and guidelines. Future development, revitalization, and/or redevelopment activities that would be permitted under the Project would be required to be reviewed by the City for consistency with the existing tree policies and guidelines. Additionally, the Project outlines standards and guidelines to ensure the proper management (e.g., planting, health, maintenance) of trees occurs. Therefore, implementation of the Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant, and no further analysis is required in the EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project is within an urbanized area, and there are no adopted regional conservation plans in the City (CDFW 2019). There is, however, the Upper Santa Ana Wash Land Management and Habitat Conservation Plan, known also as the Wash Plan. The Wash Plan is the culmination of over a decade of coordination to develop an integrated approach to permit and mitigate all construction and maintenance activities within the Santa Ana River wash area, including water conservation, wells and water infrastructure, aggregate mining, transportation, flood control, agriculture, trails, and habitat enhancement. Specifically, the Wash Plan has been prepared as part of the Incidental Take Permit application submitted by the San Bernardino Valley Water Conservation District to the USFWS. The City, among other agencies, is a signatory to the Wash Plan and would participate in the implementation of the plan through a Certificate of Inclusion to

receive coverage for planned projects. Implementation of the Wash Plan would result in permanent conservation and management of approximately 1,659.9 acres of native habitats that support slender-horned spine-flower, Santa Ana River woolly-star, cactus wren, California gnatcatcher, and San Bernardino kangaroo rat.

The Wash Plan was adopted in 2020 (SBVWCD 2020). The Project area is not within 6,000 feet (i.e., more than one mile) of the nearest Wash Plan boundaries (WP 2020, Figure 1-1), and implementation of the Project would not conflict or otherwise impact the Wash Plan policies or objectives. Therefore, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impacts would occur, and this issue will not be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Potentially Significant Impact. According to the *State CEQA Guidelines*, a historical resource includes, but is not limited to, any object, building, site, area, place, record, or manuscript that is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. CEQA mandates that lead agencies consider a resource “historically significant” if it meets the criteria for listing in the California Register of Historic Resources. Such resources meet this requirement if they (1) are associated with events that have made a significant contribution to the broad patterns of California history, (2) are associated with the lives of important persons in the past, (3) embody distinctive characteristics of a type, period, region, or method of construction, and/or (4) represent the work of an important creative individual or possesses high artistic value. These criteria mimic the criteria utilized to determine eligibility for the National Register. The City has also adopted a Historic and Scenic Preservation Ordinance that gives authority to the Historic and Scenic Preservation Commission to make recommendations, decisions, and determinations regarding the designation, preservation, protection, and enhancement of historic resources.

The Project area, particularly the Downtown Transit Village, includes nationally registered historic resources and state landmarks as well as historic districts (GP2035 EIR, Figure 3.8-1). Additional potentially historic resources may also exist in the Project area. Future development, revitalization, and/or redevelopment activities undertaken as part of the Project could potentially involve alterations to, or demolition of, some of these resources. Although the proposed Project incorporates the City’s applicable regulations pertaining to historic resources as well as the “Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, & Reconstructing Historic Buildings”, there is the potential for some change to occur with respect to the setting or surroundings of historic resources in the Downtown Village. Therefore, potentially significant impacts could occur to historic resources, and this issue will be analyzed in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Impact. Archaeological resources are those associated with prehistoric cultural sites and isolated artifacts that predate the advent of human written records in a particular region that are considered important to a culture, subculture, or community for scientific or humanistic reasons. These include geographic districts, structures, sites, objects, trails, and other physical evidence of prehistoric human activity. There are 11 documented prehistoric resources in the City, the location of which are confidential to protect these resources. There may be other archaeological resources in the City that have not yet been discovered.

The Project area is in an urbanized environment that has been previously disturbed and developed. However, future development, revitalization, and/or redevelopment activities that would be permitted under the individual development projects could involve grading and excavation to greater depths than previously undertaken. Therefore, individual development project-related grading and excavation activities could disturb unknown archaeological resources buried in site soils, and this issue will be analyzed further in the EIR.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. There are no known human remains on or near the Project area, including formal cemeteries. Additionally, the Project area is within an urbanized environment. Because the area has already been previously disturbed and developed, it has been subject to construction and ground-disturbing activities. The likelihood that human remains may be discovered during further site clearing and grading activities is considered extremely low. However, ground-disturbing activities have the potential to disturb previously undiscovered subsurface human remains.

In the unlikely event that human remains are uncovered during ground-disturbing activities, California Health and Safety Code Section 7050.5 states that if human remains are discovered, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). This regulation is applicable to any project where ground disturbance would occur. Section 7052 of the California Health and Safety Code makes the willful mutilation, disinterment, or removal of human remains a felony. Therefore, compliance with existing law regarding the discovery of human remains would reduce potential impacts to human remains to less than significant levels, and this issue will not be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. Buildout of the Project would consume energy during construction and operational activities. Sources of energy for these activities would include electricity usage, natural gas consumption, and transportation fuels such as diesel and gasoline. During construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the project site, construction worker travel to and from the Project site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities, if applicable).

During operation of the Project related development, energy would be consumed for multiple purposes, including, but not limited to: heating/ventilating/air conditioning (HVAC); refrigeration; lighting; and the use of electronics, equipment, and machinery. Energy would also be consumed during operations related to water usage, solid waste disposal, and vehicle trips. The potential for the Project to result in wasteful, inefficient, or unnecessary consumption of energy resources will be analyzed in the EIR.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. As discussed previously, implementation of the Project would consume energy during construction and operation in the form of electricity, natural gas, and transportation fuel. The development could result in a significant impact to state or local plans for renewable energy or energy efficiency if they failed to meet energy efficiency standards for equipment or prevented energy suppliers from meeting renewable energy source targets. Therefore, the consumption of energy and its effects on renewable energy plans and energy efficiency requirements may be significant, and this issue will be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

No Impact. The Alquist–Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures used for human occupancy. The main purpose of the law is to prevent the construction of buildings used for human occupancy on top of active faults. The law only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards, such as ground shaking or landslides. The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones or Alquist–Priolo Zones) around the surface traces of active faults, and to issue appropriate maps. Generally, construction within 50 feet of an active fault zone is prohibited.

No known fault lines or Alquist-Priolo Fault Zones traverse the Project area or are within 50 feet of the Project area (GP2035 EIR, Figure 3.6-2). The nearest fault line to the Project area is the Redlands Fault of the Crafton Hills Fault Zone, located south of Highland Avenue/Fifth Avenue (i.e., approximately 3,300 feet to the south of the nearest boundary of the Project along East Citrus Ave.). Therefore, individual projects constructed within the Project area would not expose people or structures to potential substantial adverse effects from rupture of a known earthquake fault that is delineated on an Alquist-Priolo Earthquake Fault Zoning Map. No impact would occur, and this issue will not be analyzed further in the EIR.

- ii. **Strong seismic ground shaking?**

Less Than Significant Impact. Earthquakes in and near the City have the potential to cause ground shaking of significant magnitude. The amount of motion can vary depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude. The Project is located within a seismically active region of Southern California. The nearest fault line to the Project area is the Redlands Fault of the Crafton Hills Fault Zone, located south of Highland Avenue and Fifth Avenue (GP2035 EIR, Figure 3.6-2).

New structures built in the City are required to be built in compliance with the California Building Code (CBC), as codified in RMC Chapter 15.04. CBC Section 1613 requires all structures be designed and constructed to resist the effects of earthquake motions in accordance with the Minimum Design Loads for Buildings and Other Structures established by the American Society of Civil Engineers. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Regulatory compliance with the CBC would minimize the potential for structures, including individual development projects under the TVSP, to sustain substantial damage during an earthquake as modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement. Development within the Project area would not directly or indirectly exacerbate seismic conditions in the Project area or elsewhere in the region. Therefore, impacts would be less than

significant with respect to risk of loss, injury, or death involving strong seismic ground shaking, and this issue will not be analyzed further in the EIR.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction describes a phenomenon where cyclic stresses, which are produced by earthquake-induced ground motions, create excess pore pressures in cohesionless soils. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation and settlement of loose sediments, ground oscillation, flow failure, loss of bearing strength, ground fissuring, and sand boils, and other damaging deformations. This phenomenon occurs only below the water table, but after liquefaction has developed, it can propagate upward into overlying, non-saturated soils as excess pore water escapes. The possibility of liquefaction occurring at a given site is dependent upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, and on the grain size, relative density, and confining pressures of the soil at the site.

The Project area and immediate surroundings are in an area that is susceptible to liquefaction (GP2035 EIR, Figure 3.6-4). However, as described previously, the impacts from seismic ground failure, including liquefaction, from development under the Project would be addressed through site-specific geotechnical studies prepared in accordance with CBC requirements. Individual development projects within the Project area would also be required to adhere to local policies in the RMC that contain seismic safety requirements and help strengthen existing code requirements such as limiting the disturbance of natural terrain and vegetation to the minimum necessary to accommodate reasonable use of property. Therefore, the potential impact related to seismically related ground failure including liquefaction is less than significant, and this issue will not be analyzed further in the EIR.

iv. Landslides?

No Impact. Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

The Project area and surrounding area consists of relatively flat terrain that gently slopes to the west at about two percent. There are no existing hillsides within or adjacent to the Project area. Also, the Project area is not located in an area known to be susceptible to landslides (GP2035 EIR, Figure 3.6-3) and not in the path of any known or potential landslides. Thus, as the Project does not propose substantial alteration to the existing topography and would not directly or indirectly exacerbate existing environmental conditions related to landslides, no impacts would occur, and this issue will not be analyzed further in the EIR.

b) Result in soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used.

The Project area is in an urbanized environment and in an area that is relatively level, with minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the Project area.

Generally, earthwork and ground-disturbing activities, unless below minimum requirements, require a grading permit, compliance with which minimizes erosion, and the City's grading permit requirements ensure that construction practices include measures to protect exposed soils such as limiting work to dry seasons, covering stockpiled soils and use of straw bales and silt fences to minimize offsite sedimentation.

In addition, individual development projects that disturb more than one acre would be subject to compliance with a National Pollutant Discharge Elimination System (NPDES) permit, including the implementation of best management practices (BMPs), some of which are specifically implemented to reduce soil erosion or loss of topsoil, and the implementation of a stormwater pollution prevention plan (SWPPP). BMPs that are required under a SWPPP include erosion prevention measures that have proven effective in limiting soil erosion and loss of topsoil. Generally, once construction is complete and exposed areas are revegetated or covered by buildings, asphalt, or concrete, the erosion hazard is substantially eliminated or reduced. Therefore, the potential for adverse soil erosion and topsoil loss would be less than significant, and this issue will not be analyzed further in the EIR.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?**

Less Than Significant Impact. The Project area is within a generally flat area that is not subject to landslides, and due to the flat topography, the potential for lateral spreading is also considered very low. The Project area is not identified as being located on a geologic unit or soil that is unstable, or that would become unstable because of development activities.

As described previously, future individual development projects proposed within the Project area would be required to implement CBC requirements and site-specific geotechnical investigations that are typically required for all new development. Therefore, compliance with the requirements of the California Building Code (see also GP2035 policies 7-A.107, 7-A.114, and 7-A.116 pertaining to current building code regulations) requires adherence to any and all geotechnical design recommendations that may be applicable to a particular project, which would be reviewed by the City for appropriate inclusion as part of the development review process and subsequent building plan check process, and would reduce potential impacts related to any unstable geologic unit or soil to a less than significant level. This issue will not be analyzed further in the EIR.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

Less Than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture. Various soil types within the TVSP area include Ramona Sandy Loam (RmC), Hanford Sandy Loam (HaC), Tujunga Loamy Sand (TuB), and Greenfield Sandy Loam (GtC) (GP2035 EIR, Figure 3.6-1), which are not clay based soils, and not prone to expansion.

Also, as discussed above, any potential hazards related to unstable soils would be addressed through the integration of geotechnical information and design recommendations in the design and construction process for future individual development projects in accordance with the CBC requirements which minimize the risk associated with soils hazards. Therefore, compliance with the

requirements of the CBC, which would be verified as part of the development review process as well as the subsequent building plan check and permitting process, would reduce potential impacts related to expansive soil to a less than significant level. This issue will not be analyzed further in the EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project area is currently served by a sewer and wastewater treatment system. Future development projects would include connection to existing sewers mainlines and service lines. Future development under the Project would not include the use of septic systems. Therefore, no impact would occur, and this issue will not be analyzed further in the EIR.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Paleontological resources, including fossils, have been found in the Redlands area, and there is potential for paleontological finds to occur in the City. Paleontological resources are the fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations.

The Project area is in an urbanized environment that has been previously disturbed and developed. However, future development pursuant to the Project could involve grading and excavation to greater depths than previously undertaken and could inadvertently uncover unknown paleontological resources buried in site soils. Therefore, this issue will be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>8. GREENHOUSE GAS EMISSIONS.</u>				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on the earth that can be measured by wind patterns, storms, precipitation, and temperature. The construction and operation of projects under the Project would have the potential to generate significant GHG emissions, either directly or indirectly. Therefore, impacts may be significant and the generation of GHG emissions resulting from Project implementation will be further evaluated in the EIR.

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

Potentially Significant Impact. The construction and operation of development projects under the Project would generate GHG emissions. However, the project as it is built-out over a period of years will result in more motor vehicle trips and other related activities that generate greenhouse gases. The City adopted a Climate Action Plan along with the GP2035 in December 2017, which utilizes the Transit Village Concept and strategy to accommodate future growth in core areas of the city while planning for comparatively less GHG emissions (compared to suburban or sprawling development patterns) through greater use of transit and other non-motorized transportation options throughout the Project area. The Project will implement the guiding policies in the GP2035 and is anticipated to be consistent overall with the City's Climate Action Plan. Therefore, impacts will be analyzed for any significance and the Project's consistency with applicable plans, policies, and regulations adopted for the purpose of reducing the emission of greenhouse gases will be evaluated in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Hazardous materials, as defined by the California Code of Regulations (CCR), are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. This refers to a variety of injurious substances, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and

radioactive materials. Hazardous materials are commonly found throughout the City in households, businesses, and agricultural operations. Typical residential and commercial substances include motor oil, paint, cleaners and solvents, gasoline, refrigerants, and lawn and gardening chemicals. In rural areas, pesticides and herbicides are often used in conjunction with agricultural operations.

A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. Nearly all businesses and households generate hazardous waste, and some businesses (such as industrial operations, gas stations and auto-related businesses, printers, and dry cleaners) may generate larger amounts. Medical waste, generated by hospitals, clinics, and laboratories, is also potentially hazardous. If improperly handled, hazardous materials and hazardous waste can be released into soils, groundwater, or air, where they can pose hazards to public health.

Implementation of the Project would provide for the development of land uses, including residential, mixed-use, recreational, commercial retail, office, institutional, and hotel uses that may require the routine use, transport, and disposal of hazardous material and waste. Additionally, construction activities associated with individual development projects under the Project may generate hazardous materials and waste, such as fuels and oils from construction equipment and vehicles.

Federal and state regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials. Regulations associated with using, transporting, or disposing of hazardous materials include Resource Conservation and Recovery Act (RCRA), Emergency Planning and Community Right-to-Know Act (EPCRA), Hazardous Materials Transportation Act (HMTA), California Health and Safety Code, CCR Title 22, CCR Title 27, Senate Bill 1889, and the Consolidated Fire Code. Locally, facilities requiring a hazardous materials permit would be subject to routing inspection by the San Bernardino County Fire Department (SBFD), acting as the state-designated Certified Unified Program Agency (CUPA) for the City of Redlands, which would also minimize foreseeable risks of an accident that could create a hazard to the public or environment.

Transportation of hazardous waste from construction and operations of development projects under the Project would be subject to U.S. Department of Transportation's (USDOT) requirements for hazardous materials transport and would require carriers to register with the California Department of Toxic Substances Control (DTSC). In addition, compliance with existing regulations require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan to inventory hazardous materials onsite and emergency response regarding potential release of materials. Additionally, existing regulations specify storage areas for hazardous materials to be designed to prevent accidental release and to protect against explosion hazard, high fire or physical hazard, or health hazards.

Implementation of the applicable federal, state, and local regulations would lessen the risk of death, injury, and/or property loss associated with the transport, use, or disposal of hazardous materials by promoting safe handling and storage, documentation and information sharing, and appropriate emergency planning and response. Therefore, compliance with the existing federal and state regulations would ensure the impact of routine use, transport, and disposal of hazardous materials associated with implementation of the Project would be less than significant, and this issue will not be analyzed further in the EIR.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less Than Significant Impact. Implementation of the Project would result in development of land uses that would involve the use, transportation, disposal, and storage of hazardous materials in the City. The Project does not propose industrial land uses. Depending on the age of the structure that would be demolished, asbestos-containing materials (ACMs) and lead-based paints (LBPs) may be present in the existing buildings.

Although the risk of upset and accident conditions involving the release of hazardous materials into the environment cannot be completely eliminated, it can be reduced to a manageable level. Existing regulations at the federal, state, and local levels serve to minimize the potential for upset during routine transportation, use, and disposal as discussed in the response above. Given existing regulations and programs that reduce the potential for hazardous materials upsets and promote the ability of emergency services to respond to incidents, impacts from Project implementation associated with the release of hazardous materials into the environment would be less than significant, and this issue will not be analyzed further in the EIR.

c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The following schools are located within the TVSP area boundaries:

- University of Redlands (southern portion of the campus)
- Redlands Adventist Academy (private school)
- Orangewood High School (public continuation school)

The following schools are not within the Project area, but are located within a quarter mile:

- Arrowhead Christian Academy Upper School (private school)
- Crafton Elementary
- Franklin Elementary
- Grove School (private school)
- Lugonia Elementary
- McKinley Elementary School
- Moore Middle School
- Redlands Christian Lower School and Preschool (private school)
- Redlands Christian Middle (private school)
- Redlands High School
- Sacred Heart Academy (private school)

Implementation of the Project would allow land uses that would be reasonably expected to handle hazardous materials or generate hazardous emissions commensurate to residential, mixed-use, recreational, commercial retail and office, institutional, and hotel uses that are proposed. The Project does not propose industrial land uses. Operation of individual development projects under the Project would not produce hazardous emissions or handle acutely hazardous materials, substances, or wastes. However, construction phase for individual development projects would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. All potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications and in compliance for applicable federal, state, and local regulations. As such, given that the use of such materials would not create a significant hazard

to any nearby schools and the land uses proposed by the Project would not create a hazardous incompatibility with existing school sites. Therefore, impacts from Project implementation would be less than significant, and this issue will not be analyzed further in the EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.

There are numerous sites in the City and within the Project area that are included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 or that need further investigation (GP2035 EIR, Figure 3.7-1, Tables 3.7-1 through 3.7-3). Several of the sites have reported releases to the ground resulting in soil and groundwater contamination and which are subject to various state and federal laws and regulators, including Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), U.S. Environmental Protection Agency (EPA), DTSC, and the Regional Water Quality Control Board (RWQCB), and are in various stages of the cleanup process as stipulated by the relevant agencies. Development or redevelopment of sites with existing soil or groundwater contamination in accordance with Project implementation could potentially pose a significant hazard to the public or the environment through releases of hazardous materials into the environment. Therefore, impacts may be potentially significant, and this issue will be analyzed further in the EIR.

e) For a project within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact. The nearest airports to the Project area are Redlands Municipal Airport (approximately 1.5 miles to the northeast of the University Transit Village) and San Bernardino International Airport (approximately three miles northwest of the New York Street/Esri Transit Village). The Project area is not within the airport compatibility zones or airport influence areas for either the Redlands Municipal Airport or San Bernardino International Airport (GP2035 EIR, p. 3.7-2), nor is the TVSP area within the modeled noise contours for the Redlands Municipal Airport (GP2035 EIR, Figure 3.12-3) or San Bernardino International Airport (GP2035 EIR, Figure 3.12-4). Additionally, implementation of the Project would not result in structures that would pose a hazard to airport operations, flight patterns, or otherwise result in substantial aviation-related safety risks. Therefore, impacts would be less than significant, and this issue will not be analyzed further in the EIR.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Relevant emergency response or emergency evacuation plans include the San Bernardino County Emergency Operations Plan and, to the extent that they mitigate potential disasters in the City and TVSP area, the City's Hazard Mitigation Plan (HMP), and the San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). Physical development

under the Project, including new roadways and new intersections to break up superblocks and increased densities (e.g., to multi-story mixed-use buildings such as near the future train stations), is not expected to create obstacles to the implementation of emergency response or evacuation plans adopted for the City. Emergency access and circulation during construction and operation of individual development projects under the Project would be part of each project's review and approval by the City. Therefore, as existing City development standards would require new development within the TVSP to be designed so as to not interfere with an adopted emergency response plan or emergency evacuation plan, impacts from Project implementation would be less than significant, and this issue will not be analyzed further in the EIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The Project area, as with most of the City, is characterized as having a moderate fire threat level (GP2035 EIR, Figure 3.7-3). Areas with high, very high, and extreme fire threat levels are located on the periphery of the City. Areas of high to extreme fire threat levels are characterized by natural vegetation that can serve as fuel for wildland fires, and steeper topographies that can impede emergency access and facilitate the rapid spread of potential fire.

The Project area is an urbanized environment that does not contain wildlands. City policies require all development to adhere to safety standards provided in the CBC and California Fire Code, including construction and design methods that effectively reduce the risk of structure fires. The City's close coordination of the Redlands Fire Department with the fire services of neighboring jurisdictions ensures the safety of new development. Therefore, impacts would be less than significant, and this issue will not be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>10. HYDROLOGY AND WATER QUALITY.</u> Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Impacts on water quality is closely related to the hydrologic context of a region, and the sources and types of pollutants that can further degrade or impair the area's water resources. Impervious surfaces from Project implementation may increase as a result of the placement of new roads, buildings, and other infrastructure where vacant or undeveloped parcels exist now. Other sources of water quality impacts include direct discharge associated with

industrial/commercial activities, automobiles, agricultural runoff, and herbicides. Pollutant sources may be generated from past waste disposal practices and chemicals and fertilizers applied to landscaping. Contaminants may include sediment, PCBs/mercury, hydrocarbons and metals, pesticides, nutrients, bacteria, and trash.

Project implementation would have a significant environmental impact if it would violate water quality standards and waste discharge requirements set out in current NPDES and municipal permits issued by the Santa Ana RWQCB. Violation of these permits could occur if the individual development projects under the Project would substantially increase pollutant loading levels in the sanitary sewer system or in groundwater underlying the City, either directly through the introduction of pollutants, or indirectly through stormwater pollution. The NPDES permit is based on the federal Clean Water Act, compliance with the Porter-Cologne Water Quality Control Act (Division 7 of the Water Code, commencing with Section 13000), applicable state and federal regulations, all applicable provisions of statewide water quality control plans and policies adopted by the State Water Resources Control Board (SWRCB), the Santa Ana River Basin Plan adopted by the Santa Ana RWQCB, the California Toxics Rule, and the California Toxics Rule Implementation Plan. Regulatory compliance of development under the Project with the NPDES permit would, by extension, ensure compliance with these other applicable plans and regulations pertaining to water quality.

Implementation of the Project would implement additional development and redevelopment within the Project area that would increase impervious surfaces, and could therefore increase the amount of runoff and associated pollutants during both construction and operation of development. However, construction activities are required to comply with the NPDES Stormwater Discharge Permit. The City's Pretreatment and Regulation of Wastes Ordinance and its Storm Drains Ordinance further protect water quality in the City and would be applicable to development projects under the Project. As a standard requirement in the City, individual development projects are required to demonstrate compliance with the applicable regulations prior to issuance of building or engineering permits.

Implementation of practices required by the NPDES permit would reduce the volume of runoff from impervious surfaces and increase the amount of natural filtration of pollutants from stormwater occurring onsite for the development projects, which would improve the quality of stormwater before it enters the City's stormwater system.

The Project includes stormwater management guidelines that require a Water Quality Management Plan (WQMP) that incorporates Low Impact Development (LID) design principles and provide water quality improvements. Moreover, the Project also includes street and streetscape design standards that require runoff from public right-of-way to be treated per water quality standards of the San Bernardino County Stormwater Program Water Quality Management Plan and as approved by the City. Compliance with federal, state, and local water quality regulations will ensure that water quality is protected to the maximum extent practicable. Therefore, impacts from Project implementation would be less than significant, and this issue will not be analyzed further in the EIR.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially Significant Impact. The City is in the Upper Santa Ana Valley Groundwater Basin. The City's domestic water wells constitute approximately 50 percent of the water supply. The Project

would result in new development that would require potable water. Therefore, potential impacts may be significant, and this issue will be analyzed further in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. result in substantial erosion or siltation on- or off-site;

Potentially Significant Impact. Much of the Project area is within a 100-year floodplain, and the Project area has historically experienced flooding in some sections during moderate storm events. The main cause of the flooding is a lack of conveyance capacities in the Zanja Channel, the Redlands Boulevard storm drain, and the Oriental storm drain. With a capacity of approximately 2,400 cubic feet per second (cfs), the Redlands Boulevard storm drain receives over 4,200 cfs from the Zanja and the Carrot storm drain, and 4,000 cfs from Reservoir Canyon and the Oriental storm drain. All four of these tributaries experience a confluence near the intersection of Redlands Boulevard and Ninth Street. Over the past three decades, the focus of several studies has been to reduce the flood potential from the Zanja and Reservoir Canyon storm drain. Several alternatives have been investigated and proposed as part of developing the draft TVSP, ranging from multiple detention basins, to a downtown underground “bypass” pipeline that would direct Zanja flows around the Redlands Boulevard storm drain.

The TVSP Infrastructure Plan includes improvements to divert flows away from undersized segments of the existing drainage system, such as the undersized Zanja channel through the University Transit Village, and the undersized Mission Creek channel through the New York Street/Esri Transit Village, among other flood-related strategies. Thus, as the Project may result in the alteration of existing drainage patterns of the area, impacts from substantial erosion or siltation on- or off-site may be potentially significant from Project implementation, and this issue will be analyzed further in the EIR.

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Potentially Significant Impact. As discussed in response 10(c)(i), above, the TVSP Infrastructure Plan includes improvements that would remove properties from the existing 100-year floodplain that traverses most of the TVSP area, which may result in the alteration of the existing drainage pattern of the area. Such alterations may result in flooding on- or off-site. Therefore, impacts from Project implementation may be potentially significant, and this issue will be analyzed further in the EIR.

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Potentially Significant Impact. As discussed in response 10(c)(i), above, the existing stormwater drainage system in the Project area results in flooding in moderate storm events due to undersized channels and storm drains from the volume of water that converges downtown. The TVSP Infrastructure Plan would implement improvements to address the flooding from undersized conveyance infrastructure. Implementation of the

Project would result in additional impervious surface area that would increase runoff, which may exacerbate the flooding issues. Therefore, impacts from Project implementation may be potentially significant, and this issue will be analyzed further in the EIR.

iv. impede or redirect flood flows?

Potentially Significant Impact. According to the Federal Emergency Management Agency (FEMA), much of the Project area is within a 100-year floodplain. These floodplain conditions create significant challenges to existing and new development. As a result, impacts from impeding or redirecting flood flows are potentially significant, and this issue will be analyzed in the EIR.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Potentially Significant Impact. As discussed in response 10(c)(iv), above, much of the Project area is within a 100-year floodplain. Therefore, potentially significant impacts may result from floodwater inundation causing pollutants to be released, and this issue will be analyzed further in the EIR.

Tsunamis are generated ocean wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The City is approximately 50 miles inland from the Pacific Ocean. Therefore, the Project area is not at risk of inundation from a tsunami, and this issue will not be analyzed further in the EIR.

Seiching is a phenomenon that occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. The TVSP area is not located adjacent to any water retention facilities, lakes, or other bodies of water. Therefore, the Project area is not at risk of inundation from seiching, and this issue will not be analyzed further in the EIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The City is within the Santa Ana RWQCB jurisdiction. The Santa Ana RWQCB adopted the Santa Ana Region Basin Plan which designates beneficial uses for all surface and groundwater within their jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As summarized below, the Project would comply with the applicable NPDES permits, and implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff.

As discussed in response 10(a), above, construction activity within the City is required to comply with the NPDES Stormwater Discharge Permit. The City's Pretreatment and Regulation of Wastes Ordinance and its Storm Drains Ordinance further protect water quality in the City and would be applicable to development projects under the Project. Implementation of practices required by the NPDES permit and verified through City construction and operational permitting would reduce the volume of runoff from impervious surfaces and increase the amount of natural filtration of pollutants

from stormwater occurring onsite for the development projects, generally improving the quality of stormwater before it infiltrates into the groundwater basin.

The Project includes stormwater management guidelines that requires a WQMP, and street and streetscape standards that require runoff from public right-of-way to be treated per water quality standards of the San Bernardino County Stormwater Program Water Quality Management Plan and as approved by the City. The Project in conjunction with City policies promote the protection of the City's natural water bodies, prevent water pollution, ensure preparation and implementation of applicable water quality plans, require incorporation of BMPs, and otherwise ensure compliance with the City's NPDES permit. As such, Project implementation would not result in water quality impacts that would conflict with the RWQCB's Santa Ana Region Basin Plan.

The Bunker Hill Basin, which underlies the City, stores approximately five million acre-feet of water and is recharged by rain, runoff from the surrounding mountains, and imported water. The Bunker Hill Basin provides water to the cities of Redlands, Highland, San Bernardino, Loma Linda, Colton, Rialto, Fontana, Grand Terrace, Riverside, and portions of unincorporated San Bernardino County.

Regarding a sustainable groundwater management plan, in September, 2014, the California Legislature enacted the Sustainable Groundwater Management Act of 2014 (SGMA), which established a statewide framework, and granted new authorities and responsibilities to local agencies, for the sustainable management of groundwater resources. While adjudicated basins, such as the Bunker Hill Basin in the San Bernardino Basin Area (SBBA), are not subject to most provisions of the SGMA, local agencies, such as the City, are expected to responsibly manage the SBBA in accordance with common sustainability principles. Using SGMA as a model to achieve water supply reliability and long-term groundwater sustainability, in 2015, the City and other local water agencies began meeting to identify and develop a Groundwater Sustainability Council for the SBBA, which is presently known as the Groundwater Council (GC). The City is the second largest user of groundwater within the SBBA, and as a voting member of the GC, is a participant as critical SBBA sustainability decisions are made, and GC membership fees are used, to purchase water during "wet" years when supplies are less expensive and more readily available.

Early efforts in the development of the GC identified water resources to ensure a sustainable water supply into the future and to equitably share the cost of those resources among SBBA pumpers. Ultimately, the GC developed two (2) primary tools to sustain the SBBA: (i) method to allocate the costs of sustainable basin management, and (ii) a five-year agreement that establishes an organizational structure to administer the process, known as the San Bernardino Basin Groundwater Council Framework Agreement. The agreement is for a five-year initial term, and is currently in its third year. The fourth year budget was recently approved by the GC in January, 2021.

The GC provides the funding, integration, and agency coordination necessary to manage imported water, and associated groundwater replenishment facilities, within the SBBA. The GC partners collaborate to manage the SBBA, including accessing and applying imported water supplies to augment and complement native water supplies. The goal of the GC is to maintain the long-term yield of the SBBA by ensuring overdraft, or other negative impacts, are prevented in the future, and to take advantage of imported water replenishment opportunities as they arise.

Participation in the GC is open to groundwater producers in the SBBA. Current members include Redlands, the cities of Colton, Loma Linda, Rialto, and San Bernardino the East Valley Water District, West Valley Water District, San Bernardino Valley Municipal Water District, San Bernardino Valley Water Conservation District, West valley Water District and the Yucaipa Valley Water District, the Bear Valley Mutual Water Company and the Fontana water, and Loma Linda University.

The 2015 San Bernardino Valley Regional Urban Water Quality Control Management Plan (UWMP), amended in June 2017, also provides management strategies to meet targets for future water use, including groundwater supply from the Bunker Hill Basin. The WQMP for the Project addresses quality and quantity of stormwater runoff and provides BMPs for construction and operation to ensure compliance with the current General Stormwater Permit. The Project would also be consistent with the management strategy outlined by the UWMP for local surface water and groundwater in the San Bernardino Valley. Therefore, as Project implementation would not conflict with a water quality control plan or sustainable groundwater management plan, impacts would be less than significant, and this issue will not be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	--------------

11. LAND USE AND PLANNING. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) Physically divide an established community?

No Impact. The Project is anticipated to facilitate the development of a more cohesive community, and connectivity through focusing on improvements to roadways as corridors for multiple modes of travel (including pedestrians, bicycles, transit options, and motor vehicles). The Project would provide for infill and redevelopment of parcels within and around the Esri campus, Downtown, and southern portion of the University of Redlands (portions of which are currently bisected by the Interstate 10 freeway), which would not physically divide an established existing community. The Project would also “break up” superblocks with the introduction of new streets, restoring a more pedestrian- and circulation-friendly grid pattern to the area, which would improve community connectivity and not physically divide the community. The Project public realm and landscaping plan would interconnect the three transit villages as well by providing connected open space and parks. The Project does not include any components that would physically divide the community. Therefore, no impacts would occur, and this issue will not be analyzed further in the EIR.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Project identifies sites that have the potential for development, revitalization, and/or redevelopment and proposes to amend the GP2035 land use designations for of specific properties within the Project area, and to correspondingly “re-zone” such properties by the adoption of the TVSP, to provide for Transit Oriented Development (TOD). The Project would result in increases in development intensity and changes in land uses that might possibly conflict with an applicable land use plan, policy, or regulation that was adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Project’s compatibility with existing plans, policies, and regulations will be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less Than Significant Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires all cities and counties to incorporate in the general plans the mapped designations approved by the State Mining and Geology Board. SMARA provides for a mineral lands inventory process termed “classification-designation.” Study regions are classified in various Mineral Resource Zones (MRZs) based on their mineral resource potential. The classifications used to define MRZs in the San Bernardino Production-Consumption Region, which includes portions of both San Bernardino and Riverside counties, are as follows:

- MRZ-1: Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
- MRZ-2: Areas where geologic data indicate that significant Portland cement concrete (PCC)-Grade aggregate resources are present
- MRZ-3: Areas containing known or inferred mineral occurrences of undetermined mineral resource significance.

Large areas in the northern portion of the City around the Santa Ana River wash are classified as MRZ-2, which contains high quality construction aggregates (e.g., sand, gravel, and crushed stone) that have been mined since the 1920s. Active mining in the Santa Ana River wash is located on both sides of the boundary between the cities of Redlands and Highland, and new areas are currently being proposed for mining along the northern boundary of the City. This mining operations in the Santa Ana River wash are not within or adjacent to the Project <http://usrpt.com/area>.

The northwestern portion of the New York Street/Esri Transit Village area is within MRZ-2 (GP2035 EIR, Figure 3.11-1). The Project area consists of the City’s urban core, residential neighborhoods, civic uses, and parks. The Project area has not historically included mineral extraction, nor does the Project area currently support mineral extraction or have identified mineral resources. Thus, implementation of the Project would not result in the loss of availability of a known mineral resource of value to the region and state. Therefore, impacts would be less than significant from implementation of the Project, and this issue will not be analyzed further in the EIR.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan?

No Impact. The Project area does not include areas designated for mining in any land use plan. Also, as described previously, implementation of the Project would not result in the loss of availability of a known mineral resource recovery site. Therefore, impacts would be less than significant from implementation of the Project, and this issue will not be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The City's General Plan Noise Element establishes limitations on sound levels at various land uses. The RMC Chapters 8.06.070 and 8.06.080 include residential exterior and interior noise standards, which represent the maximum acceptable noise levels.

Sensitive receivers of generated noise are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, outpatient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses which are considered relatively insensitive to noise include business, commercial, and professional developments.

Future development under the Project would have the potential to increase temporary and/or permanent noise levels due to vehicle trips that would be generated and from on-site operational activities, such as outdoor use of proposed open space and recreation areas, and stationary sources including mechanical systems. In addition, project-related demolition and construction activities could generate substantial noise affecting existing residents. Therefore, impacts may be potentially significant, and this issue will be analyzed in the EIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Per the Federal Transit Administration Transit Noise Impact and Vibration Assessment, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures. It is expected that ground-borne vibration from individual development projects under the Project may cause intermittent, localized intrusion. Operation would likely not result in excessive vibratory impacts as the land uses proposed by the Project would not include any equipment that would generate high vibration levels, which are more typical for large industrial projects. Even so, implementation of the Project may result in individual development projects that could generate excessive vibratory or groundborne noise levels that could substantially impact sensitive land uses and older or historic structures. Therefore, impacts may be potentially significant, and this issue will be analyzed further in the EIR.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The nearest airports to the Project area are Redlands Municipal Airport, approximately 1.5 miles to the northeast of the University Transit Village, and San Bernardino International Airport, approximately three miles northwest of the New York Street/Esri Transit Village. The Project area is not within the airport compatibility zones for either the Redlands Municipal Airport or San Bernardino International Airport (GP2035 EIR, p. 3.7-2), nor is the Project area within the modeled noise contours for the Redlands Municipal Airport (GP2035 EIR, Figure 3.12-3) or San Bernardino International Airport (GP2035 EIR, Figure 3.12-4). There are no private airstrips in the vicinity of the Project area (AirNav 2020). Thus, individual development projects under the Project would not expose people residing or working in the Project area to excessive noise levels from airport operations. Therefore, impacts would be less than significant, and this issue will not be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	--------------

14. POPULATION AND HOUSING.

Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

Potentially Significant Impact. Implementation of the Project would implement development of up to 2,400 residential dwelling units (resulting in up to approximately 4,500 residents), up to 220 hotel rooms, up to 265,000 square feet of retail/commercial uses, up to 238,000 square feet of office uses, and up to 280,000 square feet of new parks and open space. This development would result in population growth consistent with population projections. Therefore, impacts may be potentially significant, and this issue will be analyzed further in the EIR.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project would not result in the displacement of substantial number of existing housing, nor would it result in the displacement of substantial numbers of people within the Project area. The Project provides for infill development and redevelopment and would include a mix of residential, commercial (retail and office), hotel, and civic uses. Build-out of the Project would provide up to 2,400 additional residential dwelling units (that provides for approximately 4,500 residents) within the Project area. The estimated number of persons is based on the following assumptions and could result in approximately 4,500 persons, total.

Table 3: Estimate of Number of New Residents

Type of Dwelling Unit	Number of Units (and %) (approximate)	Persons per Household (estimate only)	Total Number of Persons (approximate)
Studio	600 (25%)	1.0	600
1 bedroom	600 (25%)	1.5	900
2 bedrooms	600 (25%)	2.0	1,200
3 bedrooms	600 (25%)	3.0	1,800
TOTAL	2,400 (100%)	1.875 avg.	4,500

Individual development projects pursuant to the Project may result in temporary displacement of residents during construction activities. However, development projects would occur at a parcel-by-parcel project level. The potential displacement of persons residing on an infill or redevelopment parcel (if any) would be short-term, and the Project would result in a greater number of residential units to house residents of the area. Therefore, impacts related to displacement of housing or persons that would require replacement housing elsewhere would not occur, and this issue will not be analyzed further in the EIR.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

15. PUBLIC SERVICES.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

Fire protection?
Police protection?
Schools?
Parks?
Other public facilities?

Fire Protection – Potentially Significant Impact. Fire protection services in the City, including the Project area, is provided by the Redlands Fire Department (RFD). RFD operates four fire stations in the City. Fire Station 261 (located at 525 East Citrus Avenue) is located within the boundaries of the Downtown Transit Village, and Fire Station 264 (located at 1270 West Park Avenue) is located within the boundaries of the New York Street/Esri Transit Village. Other nearby City fire stations outside of the Project area include Station 262 (located at 1690 Garden Street) and Station 263 (located at 10 West Pennsylvania Avenue).

The Project buildout would add up to 2,400 residential dwelling units (resulting in approximately 4,500 residents), up to 220 hotel rooms, up to 265,000 square feet of retail/commercial uses, and up to 238,000 square feet of office uses, which would increase the permanent and daytime (employee) population in the City and thereby increase the number of calls for RFD services. RFD has indicated that it will need to increase the number of fire stations to meet increased future service

demands regarding GP2035 buildout (GP2035 EIR, p. 3.13-27). Therefore, implementation of the Project may result in significant impacts to fire protection services, and this issue will be analyzed further in the EIR.

Police Protection – Potentially Significant Impact. Public safety services in the City, including the Project area, is provided by the Redlands Police Department (RPD). RPD’s main police station is located at 1270 West Park Avenue within the boundaries of the New York Street/Esri Transit Village. RPD maintains other locations in the City where it houses other divisions. The Project development potential would add approximately 2,400 residential dwelling units (approximately 4,500 residents), up to 220 hotel rooms, up to 265,000 square feet of retail/commercial uses, and up to 238,000 square feet of office uses, which would increase the permanent and daytime (employee) population in the City and thereby increase the call volume. RPD expects that it would need additional staffing to accommodate increases in demand from a growing population, which may require new construction or physically altering an existing RPD facility (GP2035 EIR, p. 3.13-27). Therefore, implementation of the Project may result in significant impacts to police protection services, and this issue will be analyzed further in the EIR.

Schools – Less Than Significant Impact. The City, including the Project area, is within the Redlands Unified School District (RUSD). RUSD has 16 elementary schools (grades K-5), four middle schools (grades 6-8), and three comprehensive high schools (grades 9-12), an alternative high school, an independent study program, home education learning program, and a grades K-12 online academy. Current enrollment at RUSD is approximately 21,233 students (RUSD 2020). Table 4, *RUSD Schools Serving the TVSP Area*, shows RUSD schools that serve the Project area.

Table 4: RUSD Schools Serving the TVSP Area

School Type (Grades)	School Name	Location (in Redlands)
Elementary School (K-5)	Kimberly	301 W. South Ave.
	Mariposa	30800 Palo Alto Dr.
	McKinley	645 W. Olive Ave.
	Kingsbury	600 Cajon St.
	Franklin	850 E. Colton Ave.
	Lugonia	202 E. Pennsylvania Ave.
	Crafton	311 N. Wabash Ave.
	Smiley	1210 W. Cypress Ave.
Middle School (6-8)	Cope	1000 W. Cypress Ave.
	Moore	1550 E. Highland Ave.
	Clement	501 E. Pennsylvania Ave.
High School (9-12)	Redlands	840 E. Citrus Ave.
	Redlands East Valley	31000 E. Colton Ave.
	Citrus Valley	800 W. Pioneer Ave.

Source: RUSD, General District Information, Schools Boundary Maps, <https://www.redlandsusd.net/Page/114>, accessed June 2020.

As new residential units would be included in the Project, the school-aged population is expected to increase and increase enrollment at the schools listed in Table 4. The EIR will analyze the increase in school-age children and the school district’s capacity, although ongoing demographic trends are causing reductions in the percentage of school-aged children compared to the total population (GP2035 EIR, p. 3.13-24).

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project’s impacts on school facilities. The maximum fees

authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. Development fees are required to be paid pursuant to development conditions of approval. Pursuant to SB 50, the payment of these school fee amounts provided for in Government Code Sections 65995, 65995.5, and 65995.7 would constitute full and complete mitigation for school facilities. That is to say, SB 50 states that the exclusive method of mitigating the impact of school facilities according to CEQA is to pay the maximum school fees and that such fees are “deemed to provide full and complete school facilities mitigation” related to the adequacy of school facilities when considering approval or the establishment of conditions for the approval of a development project (Government Code 65996(a) and (b)).

Pursuant to California Government Code Section 65995.5-7, RUSD has instituted school facility fees that would apply to Project implementation, specifically fees for new residential construction and commercial construction based on square footage. Accordingly, project applicant(s) are required to pay school fees to RUSD to offset the impact of additional student enrollment at schools serving the individual development project site.

Pursuant to state law, payment of the school fees established by RUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees, would, by law, mitigate the Project’s impacts on schools’ facilities. Thus, impacts on school facilities would be less than significant, and this issue will not be analyzed further in the EIR.

Parks – Potentially Significant Impact. Existing parks within the City include four pocket parks (1.8 acres), eight neighborhood parks (76.8 acres), six community parks (143.2 acres), and three other parks (202.4 acres) for a total of approximately 424.2 acres (GP2035 EIR, Table 3.13-1). At the estimated 2019 population of 71,513 residents, the ratio of existing parkland acres per 1,000 residents is 5.9, which exceeds the GP2035’s parkland/recreational space standard of 5.0 acres per 1,000 residents consistent with state law (Quimby Act). There are several parks within the TVSP area that provide open space and recreational opportunities to surrounding residents, workers, and visitors. Table 5, *Existing Parks within the Project Area*, shows the existing parks within the TVSP area as well as additional park information.

Table 5: Existing Parks within the TVSP Area

Park Type	Park Name	Location (in Redlands)	Park Size	Park Details
Pocket Park	Ed Hales Park	101 E. State St.	0.7 acre	Picnic facilities in the downtown central business district
Neighborhood Park	Smiley Park (Portion)	126 E. Eureka St.	9.2 acres (Only a portion located within TVSP area)	Located at the Redlands Civic Center, this park is home to A. K. Smiley Public Library, the Lincoln Memorial Shrine, and the Redlands Bowl
	Jennie Davis Park	923 W. Redlands Blvd.	5.2 acres	Playground facilities and location of the annual Veteran’s Day Parade and Celebration
Community Park	Sylvan Park	University St. between Colton Ave. and Park Ave.	23.3 acres	Open grassy areas, rose garden, picnic areas, a playground, a stage/bandstand area, a skate park, a baseball/softball field, horseshoe pits, bag toss, lawn bowling, and trails.
Other Park	Terrace Park	Between N. Sixth St. and Church St. on Colton Ave.	2.4 acres	Linear park featuring landscaped tree-lined walkway with benches and drinking fountain

Source: City of Redlands, Facilities & Community Services Department, <https://www.cityofredlands.org/parks>, accessed June 2020.

Implementation of the Project would develop up to approximately 280,000 square feet (6.4 acres) of new parks and open space within the Project area at full buildout, which would bring the City's total parkland acreage to 430.6 acres (not including any additional parkland that may be added in the future by the City outside the Project area). The estimated buildout population to be added by the Project of approximately 4,500 residents added into the City's 2019 population estimate would result in a parkland ratio of 5.5 acres for every 1,000 residents. Conservatively assuming the Project buildout population added to the GP2035's estimated buildout population increase of 10,964 residents with the 2019 population estimate (for a total of 87,277 residents), this would result in a parkland ratio of 4.8 acres for every 1,000 residents. When including the 140.9 acres of parkland proposed in the GP2035 in the City to this future scenario (for a total of 571.5 acres), the parkland ratio would be 6.4 acres for every 1,000 residents (GP2035 EIR, p. 3.13-19).

Without the development of new parks, future increases would place additional physical demands on existing parks and facilities. The GP2035 provides for new parkland to serve the City's population as it grows. The City's mechanism for addressing parkland needs are its development impact fees as set forth in RMC Chapter 3.32. Development impact fees are charged by local governments to defray all or a portion of the cost of public facilities related to development projects. The development impact fee program is set forth in Government Code Sections 66000-66025. In the City, development impact fees are collected at the time a building permit is issued for the purpose of further alleviating the impacts caused by new development on the City's infrastructures. Fees are used to finance the acquisition, construction, and improvement of public facilities needed because of new development. A separate funding structure has been established to account for the impact of new development on each of the following types of public facilities: open space, parks, public facilities (including public safety, library and general government facilities), transportation, water, solid waste, and sewer.

Individual development projects under the Project would be subject to the payment of these development impact fees to the City, which includes fees specific to TOD, as currently set forth in City Resolution No. 7951. As noted, the addition of approximately 4,500 residents would place additional physical demands on existing parks and facilities. Therefore, impacts may be potentially significant, and this issue will be analyzed further in the EIR.

Other Services – Potentially Significant Impact. Other governmental services include the City's library system. The A. K. Smiley Public Library, established in 1894, is a 34,000-square-foot facility located at 125 West Vine Street. In addition to its diverse collection of resource materials, the library system offers services and programs for all ages, including an adult literacy program. It also houses a museum, and the Lincoln Memorial Shrine. At the time the GP2035 was drafted, the library was in need of additional storage space for the museums, and plans were underway for an adjunct building at 700 Brookside Avenue (formerly the Redlands Daily Facts building) for the Redlands Historical Museum (GP2035 EIR, p. 3.13-13).

Implementation of the Project would development approximately 2,400 residential dwelling units (approximately 4,500 residents), which would likely increase demand for library and other community services. While individual development projects under the TVSP would be subject to the payment of development impact fees to the City for library services, which includes fees specific to TOD, as currently set forth in City Resolution No. 7951, impacts may be potentially significant. This issue will be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	--------------

16. RECREATION.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Potentially Significant Impact. See response to 15.a), above. In addition to parks, the City operates numerous recreational community centers and facilities, and has a joint use agreement with RUSD allowing public access to school recreational facilities. Other recreational opportunities include open spaces such as San Timoteo Canyon, Live Oak Canyon, Crafton Hills, and approximately 27.58 acres of recreational trails. At the estimated 2019 population of 71,513 residents, the ratio of existing parkland acres per 1,000 residents is 5.9, which exceeds the GP2035's parkland/recreational space standard of 5.0 acres per 1,000 residents. Implementation of the Project would develop up to approximately 280,000 square feet (6.4 acres) of new parks and open space within the Project area at full buildout, which brings the City's total parkland acreage to 430.6 acres (not including any additional parkland that may be added in the future by the City outside the Project area).

Even so, without the development of new parks, future population increases would place additional physical demands on existing parks and facilities. While individual development projects would be subject to development impact fees per RMC Chapter 3.32, the addition of approximately 4,500 residents at full buildout of the Project would place additional physical demands on existing parks and facilities. Therefore, impacts may be potentially significant, and this issue will be analyzed further in the EIR.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Potentially Significant Impact. Implementation of the Project would develop up to approximately 280,000 square feet (6.4 acres) of new parks and open space within the Project area (as detailed in Chapter 7 of the TVSP, Public Realm of Open Space and Landscape), construction or operation of which may have adverse effects on the environment. Therefore, impacts may be potentially significant, and this issue will be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Potentially Significant Impact. The TVSP's Chapter 5, Transportation and Circulation, would maintain existing roadways, introduce segments of new roadways, and promote Complete Streets principles in each transit village to encourage multi-modal transportation. The Project includes new roadway designs including traffic calming features, narrower lane widths and smaller curb radii, sidewalks, and safety streetscape design considerations for pedestrians and bicyclists. The Project would also install new bicycle lanes and routes through specified roads in the Project area consistent with the City's existing Bicycle Master Plan. Implementation of the Project will implement numerous guiding policies of the GP2035, including a number of transportation and circulation policies beneficial to pedestrians, bicyclists, commuters, and motorists (see list of GP2035 policies in TVSP's Chapter 1). However, implementation of the Project would result in additional vehicular trips that could result in traffic impacts. Thus, implementation of the Project could conflict with an existing program, plan, ordinance, or policy addressing the circulation system in effect in the Project area or Citywide, and impacts may be potentially significant. This issue will be analyzed further in the EIR.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact. State CEQA Guidelines Section 15064.3 codifies that transportation impacts are measured by evaluating a project's vehicle miles travelled (VMT). Specifically, subdivision (b) focuses on specific criteria related to transportation analysis and is divided into four subdivisions: (1) land use projects, (2) transportation projects, (3), qualitative analysis, and (4) methodology. Subdivision (b)(1) provides guidance on determining the significance of transportation impacts of land use projects using VMT; projects located within 0.5 mile of transit should be considered to have a less than significant impact. Subdivision (b)(2) addresses VMT

associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(3) acknowledges that lead agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. Subdivision (b)(4) stipulates that lead agencies have the discretion to formulate a methodology that would appropriately analyze a project's VMT, and the City has adopted its own Local VMT Guidelines. Implementation of the Project would result in additional vehicular trips that could result in significant impacts regarding VMT thresholds. Therefore, this issue will be analyzed further in the EIR.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The Project would introduce roadway and streetscape designs that would facilitate multi-modal streets that conveniently and safely accommodate a variety of users, including pedestrians, bicyclists, transit riders, and motorists. The Project roadway network would include, among other considerations, roadways designed according to the adjacent building intensities and uses, traffic calming offsets, and narrow lane widths and tight curb radii. These design considerations would not constitute a design hazard but would serve to slow automobile travel speeds and require heightened driver awareness of the surroundings to enhance the safety of bicyclists and pedestrians as well as safety of other motorists. The Project land uses represent urban TOD and would not create hazards from incompatible uses in the Project area or with the surrounding area. Future individual development projects under the Project would be subject to the typical development review process, which includes planning and engineering review, and compliance with standard engineering design requirements will ensure no hazardous design conditions. Therefore, impacts from Project implementation would be less than significant, and this issue will not be analyzed further in the EIR.

d) Result in inadequate emergency access?

Less Than Significant Impact. As discussed above, the Project would introduce roadway and streetscape designs that would facilitate multi-modal streets that conveniently and safely accommodate a variety of users, including pedestrians, bicyclists, transit riders, and motorists. The transportation network design in the Project also considers emergency access and accommodates emergency vehicles. As the Project would break up the superblocks in the Project area by introducing new roadways in a more traditional grid pattern, the improved connectivity would benefit emergency vehicles by increasing turning movement options and routes. Moreover, construction of development projects under the Project would require the presence of construction equipment and materials adjacent to roadways. Construction activities would be required to ensure emergency access in accordance with California Fire Code Section 503 (CCR Title 24, Part 9), which would be confirmed and approved through the City's standard development review and permitting process. Therefore, impacts from Project implementation would be less than significant, and this issue will not be analyzed further in the EIR.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

18. TRIBAL CULTURAL RESOURCES.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Potentially Significant Impact. Assembly Bill 52 (2014)(AB 52) requires lead agencies to evaluate a project's potential to impact Tribal Cultural Resources (TCRs) and establishes a formal notification and, if requested, consultation process for California Native American tribes as part of CEQA. TCRs include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources. AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a TCR. Consultation is required upon request by a California Native American tribe that has previously requested that an agency provide it with notice of such projects, and that is traditionally and culturally affiliated with the geographic area of a project. Additionally, Senate Bill 18 (2004) (SB 18) requires when a city's general plan is proposed to be amended that California Native American tribes be notified and, if requested, conduct consultations for the purpose of preserving specified places, features, and objects that are located within that agency's jurisdiction. The City has provided both SB 18 and AB 52 notification to tribal governments and has initiated consultation with multiple responding tribes as requested, and consultations remain on-going.

The Project is in an urbanized environment that has been disturbed by past development activities. However, construction of development projects under the Project may involve excavation and other

ground-disturbing activities beyond previous levels of disturbance, and thus, the potential exists for the discovery of TCRs. At the present time, the City has not been provided with any information or evidence from tribal governments concerning any known or likely potential sub-surface tribal cultural resources, although consultations are on-going. The Project requires amendments to the GP2035, thereby triggering the SB 18 notification and consultation process. Therefore, impacts from Project implementation may be potentially significant, and this issue will be analyzed further in the EIR.

- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Potentially Significant Impact. If a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. To be considered a TCR as defined in PRC Section 21074, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources or City Designated Cultural Resource. As mentioned above, a TCR includes sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources. A substantial adverse change to a TCR is a significant effect on the environment under CEQA. Construction of development projects within the TVSP may involve excavation and other ground-disturbing activities beyond previous levels of disturbance. Therefore, impacts from Project implementation may be potentially significant, and this issue will be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>19. UTILITIES AND SERVICE SYSTEMS.</u>				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Implementation of the Project would add up to 2,400 residential dwelling units (approximately 4,500 residents), up to 220 hotel rooms, up to 265,000 square feet of retail/commercial uses, and up to 238,000 square feet of office uses. The addition of these land uses would increase the demand for water and generation of wastewater that would be conveyed to and from the Project area. This may result in the need for additional or expanded water and sewer pipelines and other existing facilities. Therefore, impacts from TVSP implementation may be potentially significant, and this issue will be analyzed further in the EIR.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. Implementation of the Project would add up to 2,400 residential dwelling units (approximately 4,500 residents), up to 220 hotel rooms, up to 265,000 square feet of retail/commercial uses, and up to 238,000 square feet of office uses. The addition of these land uses would increase water demand, which could impact existing and projected water supplies.

Therefore, impacts from Project implementation may be potentially significant, and this issue will be analyzed further in the EIR.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. Implementation of the Project would add approximately 2,400 residential dwelling units (approximately 4,500 residents), up to 220 hotel rooms, up to 265,000 square feet of retail/commercial uses, and up to 238,000 square feet of office uses. The addition of these land uses is expected to increase the amount of wastewater to be treated at the existing wastewater treatment facility, which may exceed capacity at the facility. Therefore, impacts from Project implementation may be potentially significant, and this issue will be analyzed further in the EIR.

d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?

Potentially Significant Impact. Implementation of the Project would add up to 2,400 residential dwelling units (approximately 4,500 residents), up to 220 hotel rooms, up to 265,000 square feet of retail/commercial uses, and up to 238,000 square feet of office uses. The addition of these land uses would increase the amount of solid waste generation, which may exceed the capacity of local infrastructures or impair solid waste reduction goals. Therefore, impacts from Project implementation may be potentially significant, and this issue will be analyzed further in the EIR.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The California Integrated Waste Management Act (AB 939) changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting). The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. AB 341 (2011) amended AB 939 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. In addition, AB 341 requires California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal.

According to the City's General Plan Sustainable Community Element, future solid waste reduction strategies include improved commercial recycling diversion rates, enhanced food waste diversion, and exploring the potential to generate energy using biomethane from the City's landfill and wastewater treatment plant, among other strategies.

Individual development projects proposed under the Project would be required comply with RMC Section 13.66.040, Construction and Demolition Recycling Requirements, which requires that no demolition permit or building permit shall be issued for any development activity unless the construction and demolition recycling plan has been approved by the municipal utilities director. In addition, individual development projects under the Project would be required to comply with all federal, state, and local regulations related to solid waste, and toward that end, the Project would comply with all applicable standards related to solid waste diversion, reduction, and recycling during construction and operation. Therefore, implementation of the Project would result in less than

significant impacts related to potential conflicts with federal, state, and local management and reduction statutes and regulations pertaining to solid waste. This issue will not be analyzed further in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRES. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. As discussed in response to 9(g) above, the Project area (as with most of the City) is characterized as having a moderate fire threat level (GP2035 EIR, Figure 3.7-3). The Project area is also not located in or near a state responsibility area. Moreover, as previously discussed in response 9(f) above, the Project would not impair the implementation of an adopted emergency response plan or emergency evacuation plan. Therefore, impacts from Project implementation would be less than significant, and this issue will not be analyzed further in the EIR.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project area is an urbanized environment with moderate fire threat level and does not include, nor is it around, wildlands or areas of high fire hazard terrain or vegetation. Implementation of the Project would not exacerbate wildfire risks nor expose occupants to risk of pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Therefore, no impact would occur, and this issue will not be analyzed further in the EIR.

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

No Impact. The Project area is an urbanized environment with moderate fire threat level and does not include, nor is it around, wildlands or areas of high fire hazard terrain or vegetation. The Project area is served by existing utility and roadway infrastructure. Implementation of the Project would include the introduction of new roadways into each of the transit villages to break up the superblocks and provide for a more traditional grid pattern and may require utility system upgrades to meet future demand during buildout. However, these new roadways within an existing urbanized environment, and anticipated utility upgrades if needed, would not exacerbate fire risk or result in temporary or ongoing impacts to the environment in regards to wildfires. Moreover, the Project would underground electric transmission lines that are less than 66 kilovolts as development occurs from Project buildout, which would also have the benefit of reducing fire risks by eliminating potential sources of ignition such as damaged power lines. Therefore, no impact would occur, and this issue will not be analyzed further in the EIR.

- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Less Than Significant Impact. The Project area is an urbanized environment with moderate fire threat level. The Project area is generally flat with a gentle westerly slope of approximately two percent, and is not located near hillside areas or in the downslope pathway of a potential landslide. While the Project area is within a 100-year floodplain, implementation of the Project would improve the existing drainage. Therefore, post-fire risks related to downstream flooding or landslides would be less than significant. This issue will not be analyzed further in the EIR.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. Implementation of the Project would not substantially reduce the habitat of a fish or wildlife species, or cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, as noted in the foregoing analysis, significant impacts may result to historic, archaeological, and paleontological resources, or to TCRs. Therefore, the potential from Project implementation to eliminate important examples of the major periods of California history or prehistory will be analyzed further in the EIR.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Potentially Significant Impact. For the purpose of this Initial Study, a significant cumulative impact may occur if a project, in combination with other development projects, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. The effects from buildout of the Project could combine with the impacts of other development projects within or near the City of Redlands.

For those environmental issues discussed above that are to be analyzed in the EIR, the EIR will include an analysis of the cumulative impacts associated with those environmental issues. The following is a list of the cumulative impacts analyses to be included in the EIR:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

The following environmental issues were determined in the foregoing analysis to result in less than significant impacts, and as such, will not be analyzed further in the EIR. The following discussion also determines that significant cumulative impacts would not result from TSVP implementation.

- Agriculture and Forestry Resources
- Biological Resources
- Mineral Resources
- Wildfire

Implementation of the Project would not contribute to a cumulative loss of agriculture or forest land uses or the associated zoning for such activities as no such land would be lost under the Project.

No sensitive, natural biological communities or habitats or special status species would be impacted by Project implementation, and therefore, the Project would not contribute to a cumulative loss of such communities or habitats or species. Other development projects would similarly be required to comply with existing federal, state, and local laws and regulations regarding the protection of biological resources such as nesting migratory birds.

While portions of the New York Street/Esri Transit Village are within the MRZ-2 area, no mineral extraction activities have occurred historically, presently, nor are such activities planned for the future in the Project area. Therefore, the Project would not result in the loss of availability or access to mineral resources, and would not, therefore, result in a cumulatively considerable contribution toward the loss of mineral resources availability or access.

The Project area is in an urbanized environment with a moderate fire threat level, the same level as most of the City. The Project area is not located near areas of high, very high, or extreme fire threat levels and would not expose people or structures or risk of wildfire or otherwise exacerbate the danger of wildfire that is present in the hillside and canyon areas. Other development projects

would be required to comply with existing regulations, such as the California Building Code, to reduce any potential wildfire risk. Implementation of the Project would not result in a considerable contribution to a potential cumulative impact from wildfire.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The analysis contained in this Initial Study concludes that implementation of the Project may result in potentially significant impacts on human beings both directly and indirectly. The issues that may result in significant impacts will be analyzed further in the EIR as previously described.

5 DOCUMENT PREPARERS AND CONTRIBUTORS

Lead Agency:

City of Redlands
Development Services Department
35 Cajon Street, Suite 20
Redlands, CA 92373

CEQA Document Preparer:

EPD Solutions, Inc.
Konnie Dobrev, JD, Vice President of Environmental Planning
Renee Escario, Senior Project Manager
Meaghan Truman, Assistant Environmental Planner
Brad Perrine, Senior Project Manager

6 REFERENCES

AirNav (AirNav 2020), <https://www.airnav.com/airports/search.html>

California Department of Fish and Wildlife (CDFW 2019),
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline> (accessed June 16, 2020)

California Department of Water Resources (DWR 2020),
<https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management/Groundwater-Sustainable-Agencies> (accessed June 16, 2020)

City of Redlands (City Zoning 2020), Zoning Map,
<https://www.cityofredlands.org/sites/main/files/file-attachments/zoning.pdf> (accessed June 16, 2020)

City of Redlands (GP2035 EIR), General Plan 2035 Environmental Impact Report,
<https://www.cityofredlands.org/post/planning-division-general-plan> (accessed June 16, 2020)

City of Redlands (GP2035), General Plan 2035, <https://www.cityofredlands.org/post/planning-division-general-plan> (accessed June 16, 2020)

City of Redlands, Draft Transit Villages Specific Plan, <http://redlandstransitvillages.org>

Redlands Unified School District (RUSD 2020), <https://www.redlandsusd.net/Page/107> (accessed June 16, 2020)

San Bernardino Valley Water Conservation District (SBVWCD Site),
<https://www.sbvacd.org/our-projects/wash-plan> (accessed June 16, 2020)

San Bernardino Valley Water Conservation District (WP 2020), Draft Wash Plan,
<https://www.sbvacd.org/wash-plan/6167-washplan-hcp-final-full-clean-20200420/file>
(accessed June 16, 2020)

United States Census Bureau (USCB 2020),
<https://www.census.gov/quickfacts/fact/table/redlandscitycalifornia,US/PST045219> (accessed June 16, 2020)

United States Fish and Wildlife Service (USFWS 2020),
<https://www.fws.gov/wetlands/Data/Mapper.html> (accessed June 16, 2020)