

2.0 SUMMARY

2.1 INTRODUCTION AND BACKGROUND

This section presents a summary and description of the proposed project and a summation of the key findings of this Program Environmental Impact Report (Program EIR), including the potential significant impacts, mitigation measures, and significance after mitigation.

2.2 SUMMARY OF PROJECT DESCRIPTION

The proposed project involves revisions to the 1994 Downtown Redlands Specific Plan (1994 Specific Plan), including expansion of its boundaries, modification of its goals, and establishment of a development program that will provide a pedestrian-friendly, amenity-rich, mixed-use environment in both the immediate and long-range future. The project proposes to extend the 1994 Specific Plan boundaries to generally include the area south of Redlands Boulevard between Texas Street and Church Street. In addition, the proposed Downtown General Plan and Specific Plan No. 45 Amendments will identify four achievable goals to guide the future of Redlands. These goals include (1) the promotion of economic vitality in Downtown Redlands by encouraging a mix of uses, (2) the creation of a pedestrian-oriented environment, (3) the maintenance and enhancement of a distinct Redlands character, and (4) the enhancement and extension of civic realm. The goals of the 1994 Specific Plan are to develop the Specific Plan area as an extension of Downtown Redlands, to provide opportunities for the expansion and development of small businesses that provide local services, to provide public improvements for traffic circulation, flood control, utility services and aesthetic amenities that will attract new private investment and economic development, and to preserve historic buildings and sites. To amend these goals and include the additional goals identified above as part of the proposed revisions, the proposed project will establish a development program for the Specific Plan area that will address the following:

- Identify the location of a potential transit station and location(s) of City-provided parking garages;
- Determine appropriate housing types;
- Establish design codes to assure that new development is compatible with existing architectural styles;
- Enhance the character of new and existing public spaces;
- Guide several currently known developments to allow future developments to more fully contribute to the City as a whole; and
- Identify any required infrastructure enhancements.

Although the proposed project is largely programmatic in nature and no individual projects are proposed as part of the plan, development guidelines were established to provide a framework for the analysis. These development numbers represent a maximum allowable buildout scenario, but as mentioned, are not tied to specific projects at this time. All projects proposed under the Downtown General Plan and Specific Plan No. 45 Amendments will require additional site-specific review and clearance. **Table 2-1** shows buildout of the proposed project, which is assumed to be in 2025.

| Table 2-1: SUMMARY OF PROPOSED PROJECT | | | |
|---|----------------------|-------------------------|---------------------|
| Land Use | Existing | Proposed Project | Net Increase |
| Condo/Townhouse | 40 units | 1,173 units | 1,133 units |
| Apartment | 17 units | 503 unit | 485 units |
| General Retail | 336,751 square feet | 728,113 square feet | 391,362 square feet |
| Auto Dealership | 65,000 | 65,000 | 0 |
| Restaurant | 41,096 | 119,746 | 78,650 |
| Office | 44,500 | 330,000 | 285,500 |
| Cineplex | 14 screen | 16 screens | 2 screens |
| Hotel | 0 rooms | 100 room | 100 rooms |
| Hotel (conference) | 0 square feet | 20,000 square feet | 20,000 square feet |
| Civic | 112,1000 square feet | 120,000 square feet | 7,900 square feet |
| Warehousing | 57,800 square feet | 0 square feet | -57,000 |
| Industrial | 48,100 square feet | 0 square feet | -48,100 square feet |
| SOURCE: Downtown Specific Plan, City of Redlands, 2009. | | | |

2.3 SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

This Program EIR has been prepared to analyze the potential significant environmental impacts associated with the construction and long-term operation of the proposed project and to identify mitigation measures capable of avoiding or substantially reducing adverse impacts of the proposed project. To satisfy the requirements of the California Environmental Quality Act (CEQA), and to assist the City of Redlands, interested citizens and community organizations in understanding the findings of the Program EIR, potential impacts of the proposed project have been divided into three categories: unavoidable significant adverse impacts, significant impacts that can be mitigated to less-than-significant levels, and impacts which are less-than-significant or nonexistent when compared to the environmental impact thresholds identified in this report. The criteria for the determination of a significant impact in each environmental topic area are discussed in Chapter 4.0 *Environmental Impacts* (Sections 4.1 through 4.13).

As required by CEQA, mitigation measures are identified that would avoid or substantially reduce the level of all identified significant adverse impacts to the extent feasible. However, certain significant adverse environmental impacts cannot be reduced to a level below significance, even with application of the identified mitigation measures. Such impacts are identified as “unavoidable significant adverse impacts.” **Table 2-2** provides a summary of impacts and mitigation measures discussed in Chapter 4.0 *Environmental Impacts* of this Program EIR.

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
|---|--|--------------------------------------|
| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| AESTHETICS | | |
| Implementation of the proposed project would change the overall visual character of the project site. Design features in the proposed project would lessen the potential for contrast. | No mitigation is required | Less than significant |
| Implementation of the proposed project would increase the overall height limit from a maximum of three stories to a maximum of five stories and would potentially affect views from the site. | AE1 The City shall review project plans and evaluate the potential for obstruction of views and vistas. To the extent feasible, or to the satisfaction of the City, site design shall incorporate design features that preserve views and vistas including, utilizing a combination of varying setbacks and provision of landscaping and open space to enhance view corridors | Less than significant |
| Implementation of the proposed project could result in potentially significant impacts to scenic resources; specifically historic resources located in the project site may be affected. | AE2 The City of Redlands shall update its cultural resources inventory every five years. At the discretion of the City, development that results from the proposed project shall consult with the City of Redlands Historic Preservation Commission during the planning and design phase. Any structures that have become eligible for designation as historic resources by the time of project implementation shall be analyzed for inclusion in the City of Redlands historic resource inventory. AE3 To the extent feasible, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of known historic resources shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards). Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historic resource in accordance with the Interior Secretary's Standards shall be deemed to not be a significant impact under CEQA and, in such cases, no additional mitigation measures will be required. | Less than significant |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
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| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| <p>Implementation of the proposed project would not create a new source of substantial light or glare within the project site.</p> | <p>Although impacts associated with light and glare are considered to be less-than-significant without mitigation, the City shall incorporate the following measures into development projects associated with the proposed project.</p> <p>AE4 Lighting fixtures constructed as part of the proposed project shall be oriented and focused onto the specific on-site location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent sensitive uses (e.g., schools, other residential properties) and public rights of way to minimize light spillover onto off-site areas</p> <p>AE5 Where appropriate and feasible, incorporate project design features to shield light and/or glare from vehicles entering or existing parking lots and structures that face sensitive uses by providing barriers so that light from vehicle headlights would not illuminate off-site sensitive uses.</p> <p>AE6 Where appropriate and feasible, incorporate project design features to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare or interfere with vehicular traffic.</p> <p>AE7 Where appropriate and feasible, locate and orient driveways into parking lots, parking structures, and semi-subterranean garages in a manner that will not result in headlights from vehicles entering or exiting the parking areas directly lighting any off-site sensitive uses.</p> <p>AE8 Where appropriate and feasible, proposed new structures shall be designed to maximize the use of textured or other non-reflective exterior surfaces and non-reflective glass.</p> | <p>Less than significant</p> |
| <p>Implementation of the proposed project would not contribute to a cumulatively considerable effect on aesthetics.</p> | <p>No mitigation is required</p> | <p>Impacts would not be cumulatively considerable</p> |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
|---|--|---|
| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| AIR QUALITY | | |
| Implementation of the proposed project would result in potentially significant regional construction emissions. | <p>AQ1 The City shall require construction contractors to apply water or a stabilizing agent to exposed surfaces in sufficient quantity to prevent generation of dust plumes.</p> <p>AQ2 The City shall require construction contractors to utilize at least one of the following measures at each vehicle egress from the project site to a paved public road:</p> <ul style="list-style-type: none"> • Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long; • Pave the surface extending at least 100 feet and at least 20 feet wide; • Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or • Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. <p>AQ3 The City shall require construction contractors to cover all haul trucks hauling soil, sand, and other loose materials (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).</p> <p>AQ4 The City shall require construction contractors to suspend activity on unpaved surfaces when winds exceed 25 miles per hour.</p> <p>AQ5 The City shall require construction contractors to suspend heavy-duty equipment operations during first and second stage smog alerts.</p> <p>AQ6 The City shall require construction contractors to replace ground cover in disturbed areas as quickly as possible.</p> <p>AQ7 The City shall require construction contractors to turn off heavy-duty equipment operations while idling longer than five minutes.</p> <p>AQ8 The City shall require construction contractors to maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.</p> <p>AQ9 The City shall require construction contractors to utilize electricity from power poles rather than temporary diesel or gasoline generators.</p> <p>AQ10 The City shall require construction contractors to utilize diesel powered construction equipment that meets Tier III emissions requirements.</p> <p>AQ11 The City shall require construction contractors to install diesel particulate filters on diesel-powered construction equipment.</p> | Construction TAC emissions would result in a less than significant impact. VOC emissions would be reduced to less than significant but regional NO _x emissions would result in a significant and unavoidable impact. |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
|---|--|---|
| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| | <p>AQ12 The City shall require construction contractors to purchase architectural coatings from a super-compliant architectural coating manufacturer as identified by the SCAQMD (http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf).</p> <p>AQ13 The City shall require construction contractors to use spray equipment with high transfer efficiency, such as the electrostatic spray gun or manual coatings application (e.g., paint brush and hand roller).</p> | |
| <p>The proposed project includes a number of sustainability measures designed to reduce regional operation emissions. Nonetheless, regional operational emissions would result in a potentially significant regional operations impact.</p> | <p>AQ14 Residential land uses shall not be located within 500 feet of the I-10 Freeway.</p> <p>AQ15 If the Redlands Passenger Rail Project is implemented with diesel-fueled locomotives, residential land uses within 500 feet of the planned rail station shall be constructed with fresh air supply systems so that ventilation may be provided with closed windows.</p> <p>AQ16 If the Redlands Passenger Rail Project is implemented with diesel-fueled locomotives, outdoor gathering areas (e.g., playgrounds) shall not be located within 500 feet of the planned rail station.</p> | <p>Regional operational emissions would result in a significant and unavoidable air quality impact.</p> |
| <p>Implementation of the proposed project would contribute to short-term cumulative construction impacts.</p> | <p>SCAQMD recommended mitigation measures and compliance with Rule 403</p> | <p>Construction emissions would result in a cumulatively considerable contribution to a significant short-term cumulative impact for NO_x and particulate emissions (PM₁₀ and PM_{2.5}).</p> |

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| Implementation of the proposed project would contribute to a cumulative operational impact. | No mitigation is available for this impact. | The proposed project would result in a significant VOC, NO _x , CO, PM _{2.5} , and PM ₁₀ impacts during operation. Therefore, the proposed project result in a cumulatively conservable contribution to regional operations impacts. |
| Implementation of the proposed project would result in fewer greenhouse gas emissions than unplanned development. | No mitigation is required | Less than significant |

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| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| BIOLOGICAL RESOURCES | | |
| Implementation of the proposed project would not interfere with wildlife movement; however the proposed project would have potentially significant impacts related to disturbance of migratory bird habitat. | <p>BR1 For projects developed under the proposed project, the City shall require that not more than 30 days prior to construction activities that occur between February 1 and August 15, surveys for nesting special-status avian species and raptors shall be conducted by a qualified biologist selected by the developer(s), and approved by the City, on the affected portion of the site following USFWS and/or CDFG guidelines. The results of the surveys shall be submitted to the United States Fish and Wildlife Service and/or the California Department of Fish and Game, as well as the City of Redlands. If no active avian nests are identified on or within 500 feet of the limits of the construction area, up to the limits of the project site, no further mitigation is necessary. Alternatively, to avoid impacts, the developer can begin construction after the previous breeding season for local raptors and other special status species has ended (after August 15) and before the next breeding season begins (before February 15).</p> <p>BR2 For projects developed under the proposed project, the City shall require that if active nests for special-status avian species or raptor nests are found within the construction footprint, construction activities shall be delayed within a minimum 500-foot buffer zone surrounding active raptor nests and a minimum 250-foot buffer zone surrounding nests of other special-status avian species until the young have fledged. This buffer zone shall not extend beyond the project site. No action other than avoidance shall be taken without CDFG consultation.</p> <p>BR3 For projects developed under the proposed project, the City shall require the following measures related to burrowing owl nesting habitat:</p> <ol style="list-style-type: none"> 1. Prior to construction activity, focused pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys shall be conducted in accordance with CDFG burrowing owl survey protocol. 2. If unoccupied burrows are found during the non-breeding season, the developer(s) may collapse the unoccupied burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows. This measure would prevent inadvertent impacts during construction activities. | Less than significant |

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|---|--|-------------------------------|
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| | <p>3. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the City and CDFG for review and approval, and no further mitigation is necessary.</p> <p>4. If occupied burrows are found, impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through February 14) or 250 feet during the breeding season (February 15 through August 15). The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the owls. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.</p> <p>5. If disturbance of occupied burrows is unavoidable, on site passive relocation techniques approved by CDFG shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in the California Burrowing Owl Consortium's April 1995 Burrowing Owl Survey Protocol and Mitigation Guidelines, which ranges from 7.5 to 19.5 acres per pair.</p> | |
| Implementation of the proposed project would not have a substantially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species. | No mitigation is required | Less than significant |
| Construction of projects associated with the Downtown General Plan and Specific Plan No. 45 Amendments could result in runoff to the Mission Zanja; this would be a potentially significant impact. | BR 4 For projects developed under the Downtown General Plan and Specific Plan No. 45 Amendments, the City shall ensure that project applicant's comply with Section 402 of the Clean Water Act and National Pollutant Discharge Elimination System (NPDES) standards during and following construction to ensure that dirt, construction materials, pollutants or other human associated materials are not discharged into the Zanja. A Certification from the Regional Water Quality Control Board will be required prior to project construction. | Less than significant |

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| Development projects under the Downtown General Plan and Specific Plan No. 45 Amendments would be required to comply with the City's Trees and Tree Protection Ordinance and, therefore, would not result in a significant impact related to tree preservation. | No mitigation is required | Less than significant |
| Implementation of the proposed project would not contribute to a cumulatively considerable loss of open space, habitat or other biological resources. | No mitigation is required | Impacts would not be cumulatively considerable |
| CULTURAL RESOURCES | | |
| Projects proposed under the Downtown General Plan and Specific Plan No. 45 Amendments could result in alterations or even demolition of historic resources, resulting in potentially significant impacts. | <p>CR1 The City of Redlands shall update its cultural resources inventory at regular intervals (no less than every five years) during the lifetime of the proposed project. Additionally, any development that results from the proposed project shall consult with the City of Redlands Historic Preservation Commission during the planning and design phase. As each individual site is developed, any structures on the each individual development site that becomes eligible for designation as historic resources by the time of implementation of any individual project shall be analyzed for inclusion in the City of Redlands historic resource inventory.</p> <p>CR2 To ensure that historic buildings are appropriately renovated and maintained, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of known historic resources shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards). Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historic resource in accordance with the Interior Secretary's Standards shall be deemed to not be a significant impact under CEQA and, in such cases, no additional mitigation measures will be required</p> <p>CR3 The City shall require project applicants work with qualified preservation professionals to ensure Standards-compliant projects, including the design of rehabilitation project, compatibility of new construction with historic structures, and periodic site visits to monitor construction adjacent to historic structures to ensure that such activities comply with the Secretary of the Interior's Standard. Historic professionals shall meet the National Park Service standards.</p> | Less than significant |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
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| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| <p>Implementation of the proposed project could result in the disturbance of buried resources including human remains. This would be a potentially significant impact.</p> | <p>CR4 In the event of the discovery of buried archaeological resources, project activities in the vicinity of the resource shall be temporarily halted. A qualified archaeologist shall be consulted to assess the significance of the resource and to provide proper management recommendations (e.g., resource avoidance or data recovery excavations).</p> <p>CR5 If Native American artifacts are uncovered during any ground disturbing activities, the developer shall waive any and all claim to ownership. Upon completion of the archeological analysis of the find, if the Soboba Band is designated the Most Likely Descendant, the developer shall return all artifacts to the Soboba Band within a reasonable time period agreed to by both parties and shall not exceed thirty (30) days from the initial recovery of the items.</p> <p>CR6 In the event that human remains are uncovered, the County of San Bernardino Coroner's Office and the Soboba Band shall be contacted to access the remains. In the event that the human remains are determined to be those of a Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within twenty-four (24) hours of determination.</p> <p>If Native American human remains are uncovered and the Soboba Band has been designated the Most Likely Descendant, the following shall be implemented:</p> <p>A. The Soboba Band shall be allowed to inspect the site of the discovery, pursuant to California Public Resources Code Section 5097.98(a), and make determinations as to how the human remains and grave goods shall be treated and disposed of with appropriate dignity;</p> <p>B. The Soboba Band, as Most Likely Descendant, shall complete its inspection within twenty-four (24) hours of receiving notification from the developer or the NAHC, as required by California Public Resources Code Section 5097.98(a);</p> <p>C. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code Section 5097.98(a) and (b).</p> <p>CR7 Any project development within a close proximity of the Millcreek Zanja shall contact the Soboba Band of Luiseno Indians prior to any ground disturbing activities and ensure that a Native American Monitor is present.</p> | <p>Less than significant</p> |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
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| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| Implementation of the proposed project could result in the discovery of previously buried paleontological resources. This would be a potentially significant impact. | CR8 In the event of the discovery of buried paleontological resources, project activities in the vicinity of the resources shall be temporarily halted. A qualified paleontologist shall be consulted to assess the significance of the resource and to provide proper management recommendations (e.g., resource avoidance or data recovery excavations). | Less than significant |
| Loss of cultural resources associated with the proposed project could be cumulatively considerable. | Mitigation Measures CR1 through CR8 | Impacts would not be cumulatively considerable. |
| GEOLOGY AND SOILS | | |
| Implementation of the proposed project would require the use of Best Management Practices and design standards to reduce potential impacts related to expansive soils and erosion. | No mitigation is required | Less than significant |
| The proposed project would comply with existing building codes and requirements related to fault rupture to minimize potential impacts. | No mitigation required | Less than significant |
| Implementation of the proposed project could expose people or structures to strong ground shaking. This would be a potentially significant impact. | <p>GS1 Prior to approval of final plans for individual projects associated with the Downtown General Plan and Specific Plan No. 45 Amendments, the applicant of each project shall develop and submit for approval by the City a site-specific geotechnical study prepared by a registered geotechnical engineer to ensure that all applicable building codes and design specifications are incorporated into the plans. The geotechnical study shall identify design requirements for structures and foundations to maintain structural integrity to the maximum extent under probable earthquake conditions as determined by the study, including but not limited to, strong seismic ground shaking including the potential for liquefaction.</p> <p>GS2 Structures built for individual projects associated with the proposed project shall comply with the most current seismic building code standards. This mitigation measure will confirm that the construction of dwelling units and infrastructure meet State safety requirements.</p> | Less than significant |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
|---|---|--|
| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| The proposed project is not located in an area subject to liquefaction, landslides or sieche and tsunami hazards. | No mitigation is required. | Less than significant |
| The proposed project would not contribute to a cumulatively considerable geological impact. | No mitigation is required | Impacts would not be cumulatively considerable |
| HAZARDS AND HAZARDOUS MATERIALS | | |
| Implementation of the proposed project would not directly increase the use, storage or disposal of hazardous materials; however, hazardous materials may be used on the project site. This would be a potentially significant impact. | <p>HM1 A Licensed Asbestos Inspector shall be retained to determine the presence of asbestos and asbestos containing materials (ACM) within structures to be reused, reconfigured, or demolished within the project area. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove all asbestos from the development site.</p> <p>HM2 For existing structures to be reused, reconfigured, or demolished within the project area, lead-based paint testing shall be conducted due to the deteriorating condition of many painted surfaces. All materials identified as containing lead shall be removed by a licensed lead-based paint/materials abatement contractor.</p> | Less than significant |
| The proposed project has the potential to locate projects on previously contaminated sites; this would be a potentially significant impact. | HM3 A Phase I Environmental Site Assessment shall be required for future developments within the proposed project site. The assessment shall be prepared by a Registered Environmental Assessor (REA). The assessment shall be prepared in accordance with state standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste/materials. Depending on the results of this study, further investigation and remediation may be required in accordance with local, State, and federal regulations and policies. | Less than significant |
| The project site does not contain sites listed on the Cortese List. | No mitigation is required | Less than significant |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
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| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| Compliance with existing regulations to control hazardous waste would reduce potential impacts related to hazardous materials near schools. | No mitigation is required | Less than significant |
| Implementation of the proposed project would not affect airport safety. | No mitigation is required | Less than significant |
| The proposed project includes modifications to the existing street segments; however these changes would not result in impacts to planned evacuation routes. | No mitigation is required | Less than significant |
| The proposed project is not located in an area subject to wildland fires. | No mitigation is required | Less than significant. |
| LAND USE AND PLANNING | | |
| Implementation of the proposed project would encourage a mix of uses in the Downtown area and create a smooth transition among districts; it would not divide an established community. | No mitigation is required | Less than significant |
| As shown in Table 4.7-1 from Section 4.7, <i>Land Use & Planning</i> , the proposed project is consistent with regional plans and policies. | No mitigation is required | Less than significant |
| The proposed project would require a General Plan Amendment. | No mitigation is required | Less than significant |

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| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| Implementation of the proposed project would not conflict with any habitat plan. | No mitigation is required | Less than significant |
| The project site does not contain any agricultural or mineral resources that would be affected by the proposed project. | No mitigation required. | Less than significant |
| The proposed project would not contribute to a cumulatively considerable land use impact. | No mitigation is required | Impacts would not be cumulatively considerable. |
| NOISE | | |
| Construction activity associated with implementation of the proposed project would result in a short-term increase in ambient noise levels and vibration levels at sensitive receptors. | <p>N1 The City shall require construction contractors to equip construction equipment with mufflers and other suitable noise attenuation devices.</p> <p>N2 The City shall require construction contractors to use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment).</p> <p>N3 The City shall require construction contractors to place noise-generating construction equipment and locate construction staging areas away from sensitive uses.</p> <p>N4 The City shall require construction contractors to notify all residential units located within 500 feet of any construction site of the construction schedule. All notices shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.</p> <p>N5 The City shall require construction contractors to establish a “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.</p> | Less than significant |

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|--|---|--------------------------------------|
| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| | <p>N6 The City shall require construction contractors to utilize caisson drilling in place of pile driving, when feasible depending on geological samples. If pile driving is necessary, sonic pile driving shall be utilized instead of impact pile driving.</p> <p>N7 The City shall require noise assessments for development constructed within the project site. The noise assessments shall identify additional noise control measures, including but not limited to, sound walls and curtains located between the noise source and sensitive receptors.</p> | |
| Implementation of the proposed project could result in potentially significant operational impacts for noise and interior noise levels. | <p>N8 The City shall require noise assessments for residential projects located within the project site. The noise assessment shall ensure that interior noise levels meet the City standards states in Section 8.06.080 of the Municipal Code.</p> <p>N9 The City shall require mechanical equipment (e.g., heating, ventilation, and air conditioning systems) to be enclosed in equipment rooms such that noise is not audible at adjacent land uses and the noise levels comply with Section 8.06.100 of the City of Redlands Municipal Code.</p> <p>N10 The City shall require residential land uses with direct line-of-site to the rail tracks to be developed with windows that have a sound transmission class rating of at least 30.</p> | Less than significant |
| Implementation of the proposed project would not exceed standards related to mobile source noise or vibration. | No mitigation is required. | Less than significant. |
| Implementation of the proposed project would not contribute to a cumulatively considerable increase in construction or operational noise levels. | No mitigation is required | Less than significant |
| POPULATION, HOUSING AND EMPLOYMENT | | |
| Implementation of the proposed project would not directly or indirectly induce substantial growth. | No mitigation is required | Less than significant |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
|--|--|--------------------------------------|
| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| Implementation of the proposed project would not directly result in the displacement of existing housing. Additional project-specific analysis will be required for projects with displacement effects. | No mitigation is required | Less than significant |
| Implementation of the proposed project would not result in the displacement of population. | No mitigation is required | Less than significant |
| PUBLIC SERVICES | | |
| Implementation of the proposed project would result in increased demand for fire protection services. These impacts would be less- than-significant with payment of development fees and provided mitigation measures. The proposed project would not affect fire facilities, access or fire flow. | <p>PS 1 The City shall ensure that adequate fire protection service levels are maintained through the addition of personnel and facilities as necessary to meet anticipated demand.</p> <p>PS2 The City shall require that applicants of the individual projects developed as part of the Downtown General Plan and Specific Plan No. 45 Amendments shall submit for review and approval all future project plans to the RFD to ensure that all new structures would comply with current fire codes and RFD requirements.</p> <p>PS3 Project building plans shall include the submittal of a plot plan for approval by the Redlands Fire Department either prior to the recordation of the final map or the approval of a building permit.</p> <p>PS4 The City shall require that all applicants within the Downtown General Plan and Specific Plan No. 45 Amendments area consult with the Fire Department and incorporate fire prevention and suppression features appropriate to the design of each project.</p> <p>PS5 The City shall require that plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of any project.</p> <p>PS6 The City shall require fire hydrants to be installed as appropriate that shall be fully operational and accepted by the Fire Department prior to any building construction above grade.</p> <p>PS7 The City shall require plot plans indicating access driveways and roads and turning areas be reviewed and approved by the Fire Department, prior to the issuance of a building permit.</p> <p>PS8 The City shall require that during the construction phase of each project, emergency access shall remain clear and unobstructed.</p> <p>PS9 The City shall require that each project comply with all applicable State and local codes and ordinances, and the guidelines found Safety Element of the Redlands General Plan.</p> | Less than significant |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
|--|--|-------------------------------|
| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| | <p>PS10 The City shall require a Fire Flow analysis to be prepared for all projects developed as part of the Downtown General Plan and Specific Plan No. 45 Amendments. The purpose of the analysis will be to determine whether the proposed public water system could deliver required fire flows to the public fire hydrants located in the area. Should fire flow be found to be inadequate each applicant shall be required to comply with the requirements of local water provider (including construction of additional water supply lines within the project area, payment of a fee to cover fair share costs and/or other measures as deemed necessary by the water provider and/or RFD) to ensure adequate fire flow.</p> | |
| <p>Implementation of the proposed project would result in increased demand for services which would be offset by development fees and provided mitigation measures.,</p> | <p>PS11 The City shall ensure that adequate police protection levels are maintained in Downtown Redlands through provision of personnel and facilities.</p> <p>PS12 The City shall require that applicants consult with the RPD regarding crime prevention features appropriate for the design of the project and subsequently, shall submit plot plans for review and comment. The plans shall incorporate design guidelines relative to security and semi-public and private spaces which may include, but not be limited to, access control to buildings, secured parking facilities, wall/fences with key systems, well-illuminated public and semi-public and private spaces, which may include access control to buildings, secured parking facilities, walls/fences with key systems, well-illuminated public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provisions of security guard patrol if need. These measures shall be approved by the RPD prior to the issuance of building permits.</p> <p>PS13 The City shall require that upon completion of each project, each applicant shall provide the local Commanding Officer with access routes and other information that might facilitate police response, as requested by the RPD.</p> <p>PS14: The City shall require that each applicant provide project plans to the RPD to determine any additional crime prevention and security features appropriate to the design of the project. Any additional design features identified by the RPD shall be incorporated into the project's final design and to the satisfaction of RPD, prior to issuance of a Certificate of Occupancy for the project.</p> <p>PS15: The City shall require that each project incorporate design guidelines relative to security, semi-public and private spaces, which may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas and provision of security guard patrol throughout the project site if needed.</p> | <p>Less than significant</p> |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
|--|---|--|
| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| Implementation of the proposed project would result in increased demand for school facilities; this increased demand would be offset by payment of development fees and mitigation measures. | PS16 Applicants of the individual commercial and residential projects that could be developed as part of the Downtown General Plan and Specific Plan No. 45 Amendments shall be required to pay development fees which would offset the cost the need for school facilities. | Less than significant |
| Implementation of the proposed project would not result in significant impacts to libraries or parks. | No mitigation is required | Less than significant |
| The proposed project would not contribute to a cumulatively considerable effect related to public services. | Mitigation Measures PS1 through PS16 | Impacts would not be cumulatively considerable |
| TRAFFIC AND PARKING | | |
| Implementation of the proposed project would cause the General Plan LOS standard to be exceeded. | <p>T1 Install a traffic signal at the Eureka Street/Colton Avenue intersection and re-stripe the northbound approach from one shared left/right turn lane to one left turn lane and one right turn lane.</p> <p>T2 Install a traffic signal at the Eureka Street/Stuart Avenue intersection and re-stripe the westbound approach from one shared left/right turn lane to one shared thru/right lane and one left turn lane.</p> <p>T3 Install a traffic signal at the 4th Street/Citrus Avenue intersection.</p> <p>T4 Re-stripe the eastbound approach of the Orange Street/Colton Avenue intersection from one left turn lane and one shared thru/right lane to one left turn lane, one thru lane, and one shared thru/right turn lane.</p> <p>T5 Re-stripe the eastbound approach of the Orange Street/Pearl Avenue intersection from one shared left/thru/right lane to one left turn lane, one thru lane, and one shared thru/right lane. Reconfigure the westbound approach from one shared left/thru/right lane to one shared left/thru lane and one right turn lane.</p> <p>T6 Re-stripe the eastbound approach of the Orange Street/Stuart Avenue intersection from one left/thru/right lane to one left and one thru/right lane.</p> <p>T7 Install a traffic signal at the Orange Street/Oriental Avenue intersection.</p> | Under the General Plan LOS standard significant and unavoidable impacts would remain at one intersection in the AM peak hour and at five intersections in the PM peak hour |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
|--|---|-------------------------------|
| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| | <p>T8 Install a traffic signal at the 6th Street/Colton Avenue intersection. Reconfigure the northbound approach from one shared left/thru/right lane to one left lane and one shared thru/right lane; reconfigure the southbound approach from one shared left/thru/right lane to one shared left/thru lane and one shared thru/right lane; and reconfigure the eastbound approach from one shared left/thru/right lane to one left turn lane, one thru lane, and one shared thru/right lane.</p> <p>T9 Install a traffic signal at the 6th Street/I-10 Westbound Off-Ramp intersection.</p> <p>T10 Install a traffic signal at the 6th Street/Pearl Avenue/I-10 Eastbound On-Ramp intersection.</p> <p>T11 Install a traffic signal at the 6th Street/Stuart Avenue intersection.</p> <p>T12 Install a traffic signal at the 6th Street/Citrus Avenue intersection.</p> <p>T13 Upgrade the traffic signal at the Church Street/Colton Avenue intersection and re-stripe the northbound, eastbound, and westbound approaches from one shared left/thru/right lane to one left turn lane and one shared thru/right lane, and re-stripe the southbound approach from one shared left/thru/right land to one shared left/thru lane and one right turn lane.</p> <p>T14 Prohibit the eastbound and westbound thru and left moves on State Street and only allow eastbound and westbound right turns from State Street. Northbound left turns into State Street and southbound right turns into State Street would still be allowed.</p> <p>T15 Restripe Colton Avenue, between Orange Street and east of 6th Street, from one eastbound lane and one westbound lane to two eastbound lanes and one westbound lane.</p> <p>T16 Restripe Pearl Avenue, between Eureka Street and 6th Street, from one eastbound lane and one westbound lane to two eastbound lanes and one westbound lane.</p> <p>T17 Coordinate and synchronize the signal timing along Orange Avenue, between Colton Street and Citrus Avenue.</p> <p>T18 Coordinate and synchronize the signal timing along 6th Street, between Colton Street and Citrus Avenue.</p> | |
| The proposed project would result in an LOS that is under the Revised Downtown Specific Plan LOS standard. | With implementation of Mitigation Measures T1 through T18 and adoption of the LOS E standard for intersections in the project area, the proposed project would result in a less-than-significant impact at all intersections. | Less than significant |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
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| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| The parking provisions in the Downtown General Plan and Specific Plan No. 45 Amendments adequately account for parking capacity needed to accommodate the associated development. | No mitigation is required | Less than significant |
| The proposed project encourages alternative modes of transportation and would not interfere with implementation of such policies. | No mitigation is required | Less than significant |
| The proposed project would be required to meet all applicable local and State regulatory standards for adequate emergency access. | No mitigation is required | Less than significant. |
| UTILITIES AND SERVICE SYSTEMS | | |
| Implementation of the proposed project would not substantially increase the volume of stormwater runoff; however, runoff could result in potential impacts to the Mission Zanja. | US1 Individual projects within the project area shall include drainage improvements, such as catch basins, surface parking drains, and other drainage improvements as necessary. These improvements must be constructed as part of the proposed project in accordance with standard engineering practices and BMPs. In addition, individual projects, shall include detention basins, infiltration areas, porous pavements, and landscape swales as feasible. All drainage improvements, detention basins, infiltration areas, porous pavements, and landscape swales shall be constructed in a way to ensure that the stormwater runoff rate within the project site at build out does not exceed the existing rate of stormwater runoff | Less than significant |
| Implementation of the propose project would not result in exceeding wastewater capacity. | US2 Sewer systems associated with individual projects within the Downtown General Plan and Specific Plan No. 45 Amendments shall be subject to project-specific design review and approval by the RMUED. | Less than significant |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
|--|--|--------------------------------------|
| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| Implementation of the proposed project would not result in the need for new or expanded water entitlements, treatment facilities or conveyance infrastructure. | US3 Water systems associated with individual projects developed as part of the Downtown General Plan and Specific Plan No. 45 Amendments shall be subject to project-specific design review and approval by the RMUED. | Less than significant |
| Construction debris generated by the proposed project would not exceed daily permitted capacity of the California Street Landfill. | No mitigation is required. | Less than significant |
| Operation of the proposed project would not generate solid waste in amounts that would exceed local landfill capacity. | No mitigation is required | Less than significant |
| Implementation of the proposed project would increase demand on site and result in potentially significant impacts connection and distribution infrastructure. | US4 Developers of individual projects associated with the Downtown General Plan and Specific Plan No. 45 Amendments shall submit final project design plans to SCE to determine if existing electrical connections and off-site distribution facilities would require improvement as a result of the proposed project's operation. Developers of properties on the project site shall follow SCE guidelines, if improvements to existing electrical connections and off-site distribution facilities are found to be necessary as a result of the proposed project's operation. | Less than significant |
| Implementation of the proposed project would increase demand on site and result in potentially significant impacts distribution infrastructure. | US5 Developers of individual projects associated with the Downtown General Plan and Specific Plan No. 45 Amendments shall submit final project design plans to SoCalGas to determine if existing natural gas distribution infrastructure would require improvement as a result of the proposed project's operation. Developers of properties on the project site shall follow SoCalGas guidelines, if improvements to existing natural gas connections and off-site distribution facilities are found to be necessary as a result of the proposed project's operation. | Less than significant |
| WATER RESOURCES | | |
| Implementation of the proposed project would not result degrade water quality due to compliance with existing regulations. | No mitigation is required. | Less than significant |

| TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES | | |
|--|----------------------------|--------------------------------------|
| Potential Significant Impacts | Mitigation Measures | Significance After Mitigation |
| Implementation of the proposed project would comply with FEMA flood zone standards regarding construction of housing in flood zones. | No mitigation is required | Less than significant |
| The proposed project would not be subject to sieche, tsunami, mudflows, levee or dam failure. | No mitigation is required | Less than significant |
| SOURCE: TAHA, 2011. | | |

2.4 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Section 15382 of the CEQA Guidelines defines a significant impact on the environment as “a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic or aesthetic significance.” In order to approve a project with unavoidable significant adverse impacts, the lead agency, the City of Redlands, must adopt a Statement of Overriding Considerations (in accordance with Section 15093 of the CEQA Guidelines) indicating that the benefits of approving the proposed project outweigh the negative environmental consequences. Based on the analysis contained in this Program EIR, the proposed project would create unavoidable significant adverse impacts related to the following topics:

- Air Quality (regional construction emissions, regional operational emissions, cumulative impacts)
- Traffic (LOS [General Plan Standard])

Significant Impacts That Can Be Mitigated To A Less-Than-Significant Level

Based on the analysis contained in this Program EIR, the proposed project would result in the following significant impacts that can be mitigated to less-than-significant levels:

- Aesthetics (scenic resources, scenic vistas)
- Biological Resources (wetlands, migratory birds)
- Cultural Resources (historic, archeological, paleontological, cumulative)
- Geology and Seismicity (seismic ground shaking)
- Hazards (use, contaminated sites)
- Noise (construction related noise, operational noise)
- Public Services (fire, emergency, police, public school services)
- Traffic and Parking (LOS [Revised Downtown Specific Plan standard])
- Utilities (stormwater, electricity, natural gas)

Less-Than-Significant Or No Impact

Based on the analysis contained in this Program EIR, the following were found to result in a less-than-significant impact or no impact:

- Aesthetics (visual character, light and glare, cumulative)
- Air Quality (greenhouse gas emissions)
- Biological Resources (sensitive habitats, special-status species, tree preservation, cumulative)
- Geology and Seismicity (soils, fault rupture, liquefaction, landslides, seiche/tsunami)
- Hazards (release near schools, Cortese List, airport safety, emergency routes, wildland fires)
- Land Use and Planning (regional and local policies, division of a community, mineral and agricultural resources, habitat plans)
- Noise (traffic related operational noise, cumulative impacts)
- Population and Housing (induced population, displacement of housing)
- Public Services (libraries and parks)
- Traffic and Parking (parking, emergency access, alternative transportation)
- Utilities (water supply, wastewater, solid waste services (construction and operation), stormwater generation)
- Water Resources (water quality, flooding, drainage, seiche, tsunami, mudflow)