

0 Executive Summary

This draft Environmental Impact Report (EIR) evaluates the potential impacts of the proposed City of Redlands General Plan (General Plan) and Climate Action Plan (CAP), collectively referred to as the “Proposed Project.” The Proposed Project was developed in response to policy direction provided by the City Council, Planning Commission, and community. The EIR has been prepared on behalf of the City of Redlands, in accordance with the California Environmental Quality Act (CEQA). The City of Redlands is the lead agency for this EIR, as defined by CEQA.

An EIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of a proposed project. The EIR also considers the availability of mitigation measures to minimize significant impacts and evaluates reasonable alternatives to the Proposed Project that may reduce or avoid one or more significant environmental effects. Based on the alternatives analysis, an environmentally superior alternative is identified.

This EIR is a program EIR that examines the potential effects resulting from implementing designated land uses and policies in the Proposed Project. The impact assessment evaluates the Project as a whole and identifies the broad, regional effects that may occur with its implementation. As a programmatic document, this EIR does not assess site-specific impacts. Any future development project made possible by the Proposed Project will be subject to individual, site-specific environmental review, as required by State law. This EIR represents the best effort to evaluate the proposed General Plan given its planning horizon through the year 2035. It can be anticipated that conditions will change; however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of development.

Proposed Project

PROPOSED GENERAL PLAN

The proposed General Plan is intended to respond directly to changes experienced in Redlands since the preparation of the current General Plan (adopted in 1995), and to plan for city growth projected in coming decades. The proposed General Plan, which establishes a long-range planning framework and policies, would fully supplant the City’s existing General Plan when adopted by the City Council.

The General Plan update was initiated to comprehensively examine the existing city and to create a vision for its future. Although the proposed General Plan does not specify or anticipate when buildout of the city will occur, a horizon of year 2035 is assumed for planning purposes. The vision

of the proposed General Plan is based on the core values identified in the “Redlands Community Vision” (summarized below).

Planning Area

The Planning Area encompasses 46 square miles, including all land within the Redlands city limits and the area within the City’s Sphere of Influence (SOI) outside of city limits. The unincorporated island known as the “Donut Hole” that is located in the northwestern portion of the city is not included in the Planning Area. The SOI is defined as the City’s ultimate service area as established by the San Bernardino County Local Agency Formation Commission (LAFCO), and includes the unincorporated communities of Mentone and Crafton. The Donut Hole, while surrounded on all sides by the City of Redlands, is not within the SOI. The City’s authority to regulate development is limited to its corporate limits, but San Bernardino County General Plan policies commit the County to support annexation of land designated for urban development, and collaboration between the City and the County on land use planning is possible.

Proposed General Plan Objectives

The objectives of the proposed General Plan (as stated in Section 1.1 of the proposed General Plan) are to:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;
- Establish long-range development policies that will guide City departments, Planning Commission and City Council decision-making;
- Provide a basis for judging whether specific development proposals and public projects are in harmony with plan policies;
- Plan in a manner that meets future land needs based on the projected population and job growth;
- Allow City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the zoning ordinance, subdivision regulations, specific and master plans, and the Capital Improvement Program.

Core Values and Vision Summary Statements

Nearly two thousand members of the Redlands community participated in the community visioning outreach program to create a community vision for Redlands’s future. The core themes that emerged from this process are identified in the “Redlands Community Vision,” which was accepted by the City Council in January 2010 and serves as a guide for city leaders, staff, and community members as they implement this vision.

The themes of the Redlands Community Vision are:

1. *Distinctive City*. Enhance Redlands as a distinctive community, unique in the Inland Empire, combining “small town feeling” with historic architecture and a rich cultural heritage while welcoming innovation and adapting to the needs of future generations.
2. *Prosperous Economy*. Support a prosperous economy with vibrant local businesses, a lively arts and culture scene, a climate of innovation, and a leading-edge business spirit.
3. *Livable Community*. Promote livability through managed, balanced and quality growth in keeping with the city’s scale, services, and environment, and directing growth to infill areas.
4. *Connected City*. Promote an efficient and integrated circulation system by enhancing the vehicular, biking, walking, and transit networks.
5. *Vital Natural Environment*. Promote an open space plan that conserves the natural canyons and the hillsides to the south, the Santa Ana River and wash to the north, and the Crafton Hills and agricultural lands to the east; enables continued agriculture and citrus production; and completes the “Emerald Necklace” of open space, conserved lands, and trails around the city.
6. *Healthy Community*. Foster a healthy community in a safe environment that promotes active lifestyles, wellness, and access to recreation and locally sourced foods.
7. *Sustainable Community*. Serve as an environmental steward; ensure that residents enjoy clean air and water; make efficient use of energy, water, and land resources; and grow in a manner in which increased population does not negatively impact resources.

Estimated Buildout of the Proposed General Plan

Development of all uses planned on the proposed General Plan Land Use Map is referred to as buildout. The proposed General Plan has a 2035 horizon year for planning purposes; however, the proposed General Plan does not specify or anticipate when buildout will occur, as long-range demographic and economic trends are difficult to predict. The designation of a site for a certain use also does not necessarily mean that the site will be developed or redeveloped with that use during the planning period, as most development will depend on property-owner initiative. Table ES-1 describes the new development anticipated to result from application of land uses shown on the proposed Land Use Map on vacant and underutilized sites, according to analysis undertaken for the proposed General Plan. Table ES-2 describes the estimated housing units and population anticipated at buildout of the proposed General Plan.

Table ES-1: Non-Residential Buildout (2035)

	Redlands		Sphere of Influence		Planning Area Total	
	Developed Square Feet	Jobs	Developed Square Feet	Jobs	Developed Square Feet	Jobs
Existing (2013) ¹	29,247,658	27,248 ²	1,620,046	1,276 ³	30,867,704	28,524
Pipeline ⁴	741,798	960	–	–	741,798	960
Future Development ⁵	7,495,905	14,561	599,149	968	8,095,054	15,529
Office	300,704	1,203	–	–	300,704	1,203
Commercial	2,889,357	7,459	246,022	615	3,135,379	8,074
Commercial/Industrial	2,943,653	4,232	–	–	2,943,653	4,232
Light Industrial	1,246,376	1,246	353,127	353	1,599,503	1,600
Public/Institutional	115,815	421	–	–	115,815	421
Subtotal	37,485,361	42,769	2,219,195	2,244	39,704,556	45,013
Future Non-Land Use Based Jobs ⁶	–	–	–	–	–	5,320
Future Agricultural Jobs ⁷	–	–	–	–	–	-52
Total at Buildout	37,485,361	42,769	2,219,195	2,244	39,704,556	50,281

Notes:

1. Existing square footage does not include square footage estimated to be redeveloped over the planning horizon.
2. Existing jobs taken from the U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment, Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2013).
3. Existing jobs in SOI includes only those quantified for the Mentone CDP, which includes Mentone and much (not all) of Crafton.
4. Pipeline development includes projects that are under construction, have been entitled, or are in the planning stage as of March 2016.
5. Future development includes redevelopment of existing non-residential square footage over the planning horizon.
6. Future non-land use based jobs estimate was taken from Table 5.3-6 of the Existing Conditions Report (Estimated change in Transportation and Utilities Jobs, Construction Jobs 2013-2040), adjusted to 2035.
7. Future Agricultural Jobs was taken from Table 5.3-6 of ECR (Estimated change in Farm Jobs 2013-2040), adjusted to 2035.

Sources: City of Redlands, 2016; Dyett & Bhatia, 2017.

Table ES-2: Residential Buildout (2035)

	Redlands		Sphere of Influence		Planning Area Total	
	Housing Units	Population ²	Housing Units	Population ³	Housing Units	Population
Existing (2016) ¹	26,749	68,049	3,430	9,220	30,179	77,269
Future Development	4,355	10,964	2,027	5,391	6,382	16,355
Total at Buildout⁴	31,105	79,013	5,457	14,611	36,561	93,624

Notes:

1. Data for existing residential housing units was derived from the City’s GIS database as of March 2016.
2. Population is an estimate assuming 2.65 persons per household in Redlands.
3. Population is an estimate assuming 2.80 persons per household in the Sphere of Influence.
4. A vacancy rate of 5% is assumed.

Sources: City of Redlands, 2016; Dyett & Bhatia, 2017.

PROPOSED CLIMATE ACTION PLAN

A CAP is a comprehensive plan for addressing a community’s greenhouse gas (GHG) emissions, and can serve as a mitigation strategy under CEQA for GHG/climate change impacts associated with a proposed project. The proposed CAP was developed concurrently with the proposed General Plan, reflecting the City’s proposed land use and transportation strategy, and GHG implications of various proposed General Plan’s goals and policies

The proposed CAP is intended to reinforce the City’s commitment to reducing GHG emissions, and demonstrate how the City will comply with State of California’s GHG emission reduction standards. As a Qualified GHG Reduction Strategy, the CAP will also enable streamlined environmental review of future development projects, in accordance with CEQA.

Planning Area

As a document adopted by the City of Redlands City Council, the CAP applies to the municipal limits of the City of Redlands. All information and data presented in the CAP, unless otherwise noted, is for the area within the City’s municipal limits.

Proposed Climate Action Plan Objectives

Section 15183.5 of the CEQA Guidelines permits lead agencies to analyze and mitigate the significant effects of GHG emissions at a programmatic level through a plan to reduce GHG gas emissions. In doing so, the lead agency allows later project-specific environmental documents to tier from and/or incorporate by reference that existing programmatic review. The proposed CAP’s objectives are to meet CEQA requirements (Section 15183.5) to allow for future tiering and streamlining of the analysis of GHG emissions, which state that a plan for the reduction of GHG emissions should:

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- Establish a mechanism to monitor the plan’s progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and
- Be adopted in a public process following environmental review.

Alternatives to the Proposed Project

The following alternatives are described and evaluated in this EIR, and are summarized in Table ES-3:

Suburban Expansion Alternative

The Suburban Expansion Alternative was based on community feedback received during the development of the proposed General Plan. Comments received from several community members favored low-density, single-family suburban growth over high-density infill development. Given the limited amount of undeveloped land within Redlands that is relatively flat and can accommodate low-density residential growth, the Suburban Expansion Alternative emphasizes suburban growth and encourages annexations in the SOI.

This alternative continues a pattern of low-density residential development in the eastern portion of the city to the base of the Crafton Hills wherever slopes are less than 15 percent. It also designates low density suburban development west of the proposed Harmony Project in Highlands in the Sphere of Influence. It provides for transit villages at three sites—Downtown, the University of Redlands, and New York Street—but does not include the remaining two locations at California Street and Alabama Street. It addresses all the “focus areas” that are described in the proposed General Plan, except for Crafton, which would no longer be preserved as an agricultural community. The proposed CAP is included in this alternative.

No Project Alternative

The No Project Alternative leaves the 1995 General Plan unchanged and in effect. This alternative keeps all current land use designations and definitions the same. Policies concerning topics such as transportation, economic development, parks, open space, the environment, health, and housing also remain unchanged. The purpose of evaluating the No Project Alternative is to allow decision-makers to compare the potential impacts of approving the project with the potential impacts of not approving the project. The No Project Alternative analysis discusses both the existing conditions at the time the NOP is published as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved.

Table ES-3: Comparison of Key Characteristics; Existing, Alternatives, and Proposed General Plan

	Redlands			Sphere of Influence			Planning Area Total		
	Population ⁴	Housing Units	Jobs ⁵	Population ⁴	Housing Units	Jobs ⁵	Population ⁴	Housing Units	Jobs ⁵
Existing (2016) ¹	68,049	26,749	27,248	9,220	3,430	1,276	77,269	30,179	28,524
Proposed General Plan	79,013	31,104	42,769	14,611	5,457	2,244	93,624	36,561	45,013
Suburban Expansion Alternative	78,681	30,972	42,686	18,722	7,002	2,244	97,403	37,974	44,930
No Project Alternative	76,778	30,216	42,674	14,923	5,574	2,244	91,701	35,790	44,732

Notes:

1. Data for existing residential housing units was derived from the City’s GIS database as of March 2016.
2. Future buildout outside of the Transit Villages was estimated for the 20-year horizon of the General Plan. These figures were derived by analyzing the maximum number of potential units that can be built based on proposed land use designations considering historical density growth patterns. The No Project Alternative and the proposed General Plan have composite reduction factors of about 60 and 68 percent in the City and Sphere of Influence respectively, while the Suburban Expansion Alternative has factors of approximately 64 and 68 percent (see Methodology in Chapter 2: Project Description).
3. Housing estimates in the Transit Village areas were calculated separately from the rest of the Planning Area owing to their priority in the planning process. It should be noted that certain factors limit the amount of residential development within the Transit Villages. The most significant of these is the 500-foot AQMD buffer applied along the I-10 freeway. The process of calculating Transit Village buildout was similar to the process for future buildout outside of the Transit Villages (see Methodology in Chapter 2: Project Description).
4. Population was calculated assuming 2.65 persons per household in Redlands and 2.80 persons per household in the Sphere of Influence. A vacancy rate of 4% is assumed for existing housing units and 5% for future housing units.
5. Job totals do not include non-land use based jobs. Development potential was calculated for underutilized sites by multiplying parcel acreage by floor area ratio (FAR) allowances from proposed land use designations (or in the case of the No Project Alternative, 1995 General Plan land use designations), and converting this figure to square footage. Square footage of pipeline development was added to this total to arrive at total future non-residential buildout. The total number of future jobs was calculated based on jobs per square foot assumptions for both retail and non-retail jobs. The total number of future jobs was added to the total number of existing jobs (as of 2013).
6. Existing jobs taken from the U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment, Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2013).
7. Existing jobs in SOI includes only those quantified for the Mentone CDP, which includes Mentone and much (not all) of Crafton.

Sources: City of Redlands, 2016; Dyett & Bhatia, 2017.

This alternative does not address several current land use issues. For example, the site where Citrus Valley High School is located is designated as Light Industrial in the 1995 General Plan, yet this designation is no longer viable given the construction of the high school. The preservation of Crafton as an agricultural community is not addressed in this alternative, nor are other open space preservation efforts that are part of the “Emerald Necklace” concept. Transitioning land uses in Downtown and west of Downtown that are currently designated as Light Industrial or Commercial/Industrial would remain as such. The only Transit Village included in this alternative is Downtown, as it is described in the current Housing Element. Other issues and community concerns regarding public health, green development, and preserving citrus heritage, as well as

focus areas such as the Colton Avenue/Orange Street commercial corridor would remain unaddressed. The proposed CAP would not be a part of this alternative.

Areas of Controversy

Although there are no clear-cut areas of controversy, environmental impacts classified as significant and unavoidable have been identified in the resource topics of agricultural resources, air quality, and transportation, and inasmuch as they may be controversial to the general public, agencies, or stakeholders, they are described briefly here.

Agricultural Resources

Loss of agricultural land as a result of the proposed General Plan, including the conversion of Prime Farmland to non-agricultural use, is expected to occur over the next 20 years. Under the proposed General Plan, it is expected Prime Farmland, Farmland of Statewide Importance, and Unique Farmland could be converted to urban uses within the Planning Area. This loss of important farmland is considered a significant and unavoidable impact, though policies are included in the proposed General Plan to make the impact less severe. Despite significant impacts on farmland, the proposed General Plan was designed to provide for the expected growth in Redlands over the next 20 years. The conversion of farmland as a result of the proposed General Plan is essential for this projected growth expected to occur under the proposed General Plan.

Much of the affected farmland is located within city limits, in areas where non-contiguous agricultural uses are interspersed with more intensive uses. The eventual development of these infill areas would be within the character of the surrounding urban development, and would relieve development pressures in rural areas, particularly in Crafton, where larger contiguous areas of important farmland and existing agricultural operations would be preserved.

The proposed General Plan includes policies that provide a framework to permit existing agricultural uses, and ensure that important farmland remains as farming or other related agricultural support uses, for as long as such use is financially feasible. Land use policies aim to preserve agricultural land, from development by promoting infill development in urbanized portions of the community, and preserving the agricultural character of Crafton is emphasized. Additionally, because Redlands' historic citrus industry is an important component of the city's identity and history, General Plan policies preserve citrus groves and encourage the consumption of locally grown citrus. Thus, despite the potential loss of some important farmland, the proposed General Plan would generally preserve agricultural land and support the economic viability of local agriculture.

Air Quality

Implementation of the proposed General Plan would facilitate development within the Planning Area that would allow additional residential units and commercial/office/industrial space by year 2035 buildout over existing conditions. Criteria pollutant emissions would occur during construction and operational activities, resulting in a significant and unavoidable impact. Future construction allowed under the proposed General Plan would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion

pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts. Particulate matter (PM₁₀ and PM_{2.5}) emissions would primarily result from activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. NO_x and CO emissions would primarily result from the use of construction equipment and motor vehicles.

Although specific project construction schedules that would be implemented under the proposed General Plan are not known at this time, construction emissions generated during construction of future development would potentially exceed South Coast Air Quality Management District (SCAQMD) thresholds; therefore, impacts would be considered significant and unavoidable. Compliance with SCAQMD rules and proposed General Plan policies listed in Chapter 3.3 would further aid in reducing emissions associated with construction activities. However, there is no guarantee emissions would be reduced below SCAQMD thresholds.

Operational emissions from motor vehicles, due to vehicular traffic generated by future development, and area sources, such as natural gas combustion, landscaping, and architectural coatings for maintenance, would exceed the SCAQMD's significance threshold for VOC, NO_x, CO, PM₁₀, and PM_{2.5} primarily due to motor vehicle emissions; therefore, impacts would be potentially significant. Principles and actions described in the proposed General Plan would reduce impacts associated with operational emissions; however, there is no guarantee emissions would be mitigated below SCAQMD thresholds.

Transportation

Impacts from the proposed General Plan on the vehicular network were forecasted for intersection, roadway, and freeway analysis. Projected levels of service (LOS) were compared to the performance criteria for the applicable jurisdictions to determine whether a significant impact would occur. For intersections and roadway segments, if all roadway improvements in the proposed General Plan were implemented, impacts would be less than significant. However, because eight of the proposed improvements would be located on facilities partially or fully controlled by other jurisdictions, the City of Redlands could not guarantee implementation. Therefore, some impacts could occur that would be significant and unavoidable. The proposed General Plan includes a series of policies to address changes in vehicle LOS resulting from buildout. Proposed policies include roadway and intersection improvements as well as strategies to reduce congestion, particularly on local roads, through the layered network, transportation demand management, and promoting the use of alternative transportation modes. The proposed land use strategy overall would also serve to minimize vehicular traffic by promoting walking, bicycling, and transit use.

Four freeway segments were also determined to experience deterioration in LOS. The impacts on the freeway system are not under the City's control as these would occur due to regional growth and would occur with or without the implementation of the General Plan. While policies of the proposed General Plan would serve to relieve congestion on the freeways as well, impacts would still be considered significant and unavoidable.

The San Bernardino County Congestion Management Plan (CMP) includes six intersections and 14 roadway segments within the Planning Area. With the improvements identified in the proposed General Plan, LOS at these intersections and segments would not degrade existing levels of service below acceptable levels or further degrade existing unacceptable level of service. However, because some improvements that are part of the proposed General Plan are partially or fully within the control of other jurisdictions, the City cannot guarantee that they would be implemented. Without the proposed improvements, the LOS would worsen at a roadway segment already operating at LOS F, resulting in a potentially significant and unavoidable impact.

Impacts Summary and Environmentally Superior Alternative

IMPACTS SUMMARY

Table ES-4 presents the summary of the significant impacts of the proposed General Plan identified in the EIR and the proposed General Plan policies that reduce these impacts. Detailed discussions of the impacts and proposed policies that would reduce impacts are in Chapter 3.

IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines (Section 15126.6) require the identification of an environmentally superior alternative among the alternatives analyzed. Of the 15 topics analyzed, the Proposed Project has the least impact for 13 topics: aesthetics; agricultural resources; biological resources; energy, GHG, and climate change; geology, soils, and seismicity; hazards and hazardous materials; historic, archaeological, and paleontological resources; hydrology and water quality; land use and housing; mineral resources; noise; public services and facilities; and public utilities. The Proposed Project is the environmentally superior alternative.

In addition to being environmentally superior, the Proposed Project also achieves the General Plan update's core values, vision, purpose, and objectives as described in Chapter 2—including enhancing Redlands's small-town feel, cultural character, prosperous economy, and sustainability initiatives—better than the other two alternatives. The Proposed Project would accommodate the projected population and job growth in Redlands, and plans for orderly, sequential development that would balance Redlands' natural and built heritage with new infill and transit-oriented development. Allowing growth in Redlands through continuous responsible development relieves development pressures elsewhere in the region and ensures that Redlands will continue to play its part in accommodating San Bernardino County's growth in a sustainable urban form.

Of the two remaining alternatives, the No Project Alternative is superior to the Suburban Expansion Alternative. The Suburban Expansion Alternative would produce new residential development in a spread-out pattern and associated impacts on resources and open spaces. Additionally, the loss of Crafton as an agricultural community would conflict with the community's vision of maintaining citrus heritage in the Planning Area. Because development in this alternative is not focused Downtown and in infill sites, there exists the greatest potential that development under this alternative would affect the environmentally sensitive parts of the Planning Area. This alternative is less desirable than either of the two other alternatives because it would require a greater expansion

of utilities, services, and facilities, the development of which could cause secondary impacts; and it would cause a more significant reduction of visual quality, agricultural resources, historic resources, and biological resources.

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
3.1 Aesthetics		
3.1-1 Implementation of the Proposed Project could cause an adverse effect on a scenic vista.	<p>Distinctive City Element</p> <p>Cultural Resources Principles & Actions</p> <p>2-P.8 Identify, maintain, protect, and enhance Redlands’ cultural, historic, social, economic, architectural, agricultural, archaeological, and scenic heritage. In so doing, Redlands will preserve its unique character and beauty, foster community pride, conserve the character and architecture of its neighborhoods and commercial and rural areas, enable citizens and visitors to enjoy and learn about local history, and provide a framework for making appropriate physical changes.</p> <p>2-P.13 Encourage preservation of and public access to defined and established significant scenic vistas, viewpoints, and view corridors.</p> <p>2-A.28 Develop strategies or guidelines to enhance the public realm and context-sensitive landscapes in the historic and scenic districts.</p> <p>2-A.29 Where feasible, retain existing easements and rights of way for use as viewpoints, turnouts, and scenic walkways.</p> <p>2-A.32 Support a strong and effective Historic and Scenic Preservation Commission as a key element in decisions affecting historic and scenic resources.</p> <p>2-A.36 Uphold the designation of the following streets within the city as scenic highways, drives, and historic streets. Special development standards have been adopted by Resolution for these streets. The streets are:</p> <ul style="list-style-type: none"> • Brookside Avenue, from Lakeside Avenue to Eureka Street; • Olive Avenue, from Lakeside Avenue to Cajon Street; • Center Street, from Brookside Avenue to Crescent Avenue; • Highland Avenue, from Serpentine Drive to Cajon Street; • Sunset Drive, from Serpentine Drive to Edgemont Drive; • Cajon Street; • Mariposa Drive, between Halsey and Sunset Drive; and 	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> • Dwight Street, between Pepper Street and Mariposa Drive. <p>In addition, consider designating the following roads as scenic drives within the community as neighborhood connectors and recreational routes for drivers and bike riders.</p> <ul style="list-style-type: none"> • Riverview Drive along the Santa Ana River Wash; • Live Oak Canyon Road; • San Timoteo Canyon Road; • Sylvan Boulevard; • Nevada Street, from the Orange Blossom Trail to Barton Road; • Pioneer Avenue, from River Bend Drive to Judson Street; and • Rural Roads in Crafton. <p>Livable Community Element</p> <p>Land Use Principles & Actions</p> <p>4-P.24 Preserve open space land in order to protect the visual character of the city, provide for public outdoor recreation, conserve natural resources, support groundwater recharge, and manage production of resources. Limit development in areas that possess a unique character and fragile ecology.</p> <p>4-P.28 Preserve, maintain, and, where possible, enhance the perception of the signature features of canyon areas and hillsides.</p> <p>4-P.29 Maintain density and grading standards designed to preserve the natural appearance of hillsides and ridges.</p> <p>4-A.17 Rely on strong landscape treatments, setbacks, sign controls, and where feasible underground utilities and street improvements to prevent visual chaos where businesses are competing for attention.</p> <p>4-A.64 On slopes 15 percent or greater, stepped footings, multiple floor levels, and limited usable outdoor area may be essential to maintaining natural appearing hillsides.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>Vital Environment Element</p> <p>Open Space for Conservation Principle & Action</p> <p>6-P.6 Promote access to and views of conservation areas in a manner consistent with good land resource stewardship.</p> <p>6-A.1 Preserve as open space those areas that contain unique habitats, natural resources, and visual amenities such as citrus groves, hillsides, canyons, and waterways. These areas provide natural contrast with the urban cityscape.</p>	
<p>3.1-2 Implementation of the Proposed Project could degrade the existing visual character or quality of Redlands and its surroundings.</p>	<p>Principles 4-P.24, 4-P.28, and 4-P.29, and 6-P.6; and actions 4-A.17, 4-A.64, and 6-A.1, as listed under Impact 3.1-1 above; as well as the following policies.</p> <p>Distinctive City Element</p> <p>Cultural Resources Principles & Actions</p> <p>2-P.9 Provide incentives to protect, preserve, and maintain the city’s heritage.</p> <p>2-P.11 Encourage retention of the character of existing historic structures and urban design elements that define the built environment of the city’s older neighborhoods.</p> <p>2-P.14 Coordinate preservation of historic resources with policies designed to preserve neighborhoods and support the affordability of housing in historical structures.</p> <p>2-P.15 Balance the preservation of historic resources with the desire of property owners of historic structure to adopt energy efficient strategies.</p> <p>2-A.23 Prepare a City of Redlands Historic Context Statement as part of the Certified Local Government Program.</p> <p>2-A.24 Undertake and maintain a comprehensive citywide inventory and assessment of historic resources. Establish and keep current a list of potential historic resources, historic districts, citrus groves, palm rows, and historic scenic areas. The inventory must identify the values of the resources’ contribution to the city’s historic context. Set up a priority system for designation and proceed with designation.</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>2-A.25 Require any application that would alter or demolish an undesignated and un-surveyed resource over 50 years old to be assessed on the merits of the structure, and to be approved by the Historic and Scenic Preservation Commission.</p> <p>2-A.26 Provide development standards and guidelines to encourage conversion of historic structures to alternative uses without compromising the quality of the neighborhood if preservation of the original use is an economic hardship.</p> <p>2-A.30 Identify historic design features characteristic of the city and its individual neighborhoods that can be used to establish themes and design guidelines.</p> <p>2-A.36 Maintain and improve City-owned historic buildings and houses in an architecturally and environmentally sensitive manner.</p> <p>2-A.37 Maintain and improve Redlands’ streets, trees, streetlights, parkways, parks, stone curbs, ditches, walls, and citrus groves in a manner that enhances the city’s beauty and historic fabric.</p> <p>2-A.51 Encourage new construction that ties the new with the old in a harmonious fashion, enhancing the historic pattern.</p> <p>2-A.67 Permit densities, design, and uses that will help preserve the character and amenities of existing older neighborhoods.</p> <p>Street Trees and Streetscape Principle & Actions</p> <p>2-P.18 Reinforce Redlands’ identity as a “Tree City” through cohesive streetscapes that enhance its sense of place and its heritage, and that promote pedestrian comfort.</p> <p>2-A-77 Prepare and maintain a citywide inventory and streetscape plan that includes the following components:</p> <ul style="list-style-type: none"> • Streetscape strategies for major arterial streets that may include items such as tree species; median or parkway landscape treatment; and curbs and sidewalk location and materials 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> Updated official Street Tree List that is tied to streetscape strategies, which promotes use of native and water efficient trees, and trees that provide pedestrian shade and comfort. <p>2-A.78 Consider creating tree-lined medians on arterials, boulevards, and collectors where the width of the street is adequate to accommodate the anticipated traffic flows along with a landscaped median.</p> <p>2-A.79 Avoid sound walls as a standard on arterial streets in residential areas.</p> <p>2-A.80 Prepare a design manual for historic district streets that reflects the city’s heritage and promotes cohesive, pedestrian-scale streetscapes that include sidewalks, signage and wayfinding, and historical markers.</p> <p>2-A.81 Educate property owners on their civic responsibility to maintain trees in parkways. Require property owners to maintain landscaping and trees on private property and in parkways through code enforcement and landscaping ordinances.</p> <p>Vibrant Downtown Principles & Actions</p> <p>2-P.26 Foster transit-oriented development that is consistent/compatible with and sensitive to the historical structures in the vicinity of the proposed railway station.</p> <p>2-P.27 Conserve Downtown’s character and historic assets while infusing it with new uses, buildings, and activities. New development should proportionately relate to and complement existing structures and the pedestrian environment.</p> <p>2-A.100 Encourage public art and community gatherings through a wide range of visual and physical forms—from banners on light posts, paving and artwork on sidewalks, murals, light displays at night, music, and sculptures, to the design and shaping of public spaces and plazas—all of which set the stage for people to gather, play, and observe. Build on existing activities and events and incorporate facilities to support them.</p>	

	<p>Livable Community Element</p> <p>Land Use Principles & Actions</p> <p>4-P.10 Ensure that the scale and character of new development is appropriate for surrounding terrain and the character of existing development.</p> <p>4-P.25 Limit development on steep hillsides to preserve the stability and integrity of the slopes and to ensure public safety.</p> <p>4-A.13 Permit densities, design, and uses that will help preserve the character and amenities of existing older neighborhoods.</p> <p>4-A.22 Ensure that neighborhood shopping centers are designed in a manner compatible with adjacent residential areas.</p> <p>4-A.32 Discourage larger-scale warehouses and big box architecture that would negatively impact aesthetics such as long, blank walls. Break up the massing of larger structures through setbacks and indentation of facades, appropriate fenestration of windows and doors, and a variety of architectural treatments.</p> <p>Focus Areas Principles & Actions</p> <p>4-P.33 Preserve and enhance the canyon walls immediately below the signature ridges, and the vegetation thereon where appropriate. Canyon walls associated with the signature ridges wherein a predominance of the slopes are in excess of 50 percent shall be preserved intact.</p> <p>4-P.34 Preserve and enhance both signature ridges and major ridges within canyons. Significant modification of these ridges shall occur only where offsetting need is demonstrated. Development on ridgelines is allowed as long as it stays within the parameters of this policy. Offsetting need is defined as a demonstration that the grade of a specific parcel requires modification of an existing ridge line to produce sufficient space to site a building pad and the result would not eliminate the continuity of the ridge line through grading or construction of structures.</p> <p>4-P.35 Allow ridges not identified as major ridges within a canyon to be modified to facilitate development within the canyon so long as their collective perception as canyon wall buttresses remains intact.</p>	
--	--	--

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>4-P.36 Preserve and enhance the San Timoteo Creek watercourse as the backbone of a linear parkway/activity corridor extending throughout the canyon.</p> <p>4-P.37 Preserve and enhance the historic character of Live Oak Canyon and San Timoteo Canyon as narrow fertile valleys astride a gorged watercourse lined with significant trees. This character is important to the area and should be preserved by not only ensuring it does not disappear but by enhancing it so it can continue to be readily perceived among the development which occurs in the canyons.</p> <p>4-A.74 Design flood control and drainage facilities within the Southeast Area in such a manner as to preserve the perception of natural watercourses.</p> <p>4-A.76 Preserve and enhance the perceived character of the vegetation and wildlife within the Southeast Area as appropriate.</p> <p>4-A.79 Design and construct all utilities and public facilities in the Southeast Area to preserve and enhance the perceived natural and historic character of this area.</p> <p>Vital Environment Element</p> <p>Agriculture and Open Space for Resource Production Actions</p> <p>6-A.27 Ensure that new development adjacent to an agricultural use is compatible with the continuation of the use by requiring appropriate design criteria, such as site layout, landscaping, and buffer areas.</p>	
<p>3.1-3 Implementation of the Proposed Project could result in new sources of light or glare in the area, and would have the potential to adversely affect day- or night-time views.</p>	<p>Distinctive City Element</p> <p>Historic and Scenic Conservation Actions</p> <p>2-A.35 Establish standards for the evaluation of exterior lighting for new development and redevelopment to ensure that exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) is minimized, restricted to low-intensity fixtures, shielded, and concealed to the maximum feasible extent, and that high-intensity perimeter lighting and lighting for sports and other private recreational facilities is limited to reduce light pollution visible from public viewing areas.</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>Sustainable Community Element</p> <p>Energy Efficiency and Conservation Actions</p> <p>8-A.12 Explore participating in new high-efficiency technology programs such as LED lighting for City facilities, safety lighting in parks and other public spaces, and LED street lighting conversion for all City-owned street lights.</p> <p>8-A.19 Explore adoption of a model dark sky ordinance for appropriate areas of the city i.e. the rural areas of the canyons and Crafton.</p>	
3.2 Agricultural Resources		
<p>3.2-1 Buildout of the Proposed Project would 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.</p>	<p>Distinctive City Elements</p> <p>Cultural Resources Principles</p> <p>2-P.8 Identify, maintain, protect, and enhance Redlands’ cultural, historic, social, economic, architectural, agricultural, archaeological, and scenic heritage. In so doing, Redlands will preserve its unique character and beauty, foster community pride, conserve the character and architecture of its neighborhoods and commercial and rural areas, enable citizens and visitors to enjoy and learn about local history, and provide a framework for making appropriate physical changes.</p> <p>Citrus Groves/Farms Principles and Actions</p> <p>2-P.21 Encourage conservation and preservation of citrus groves and farms, especially those that have cultural or scenic significance. Encourage retention of existing privately-owned citrus groves of all sizes.</p> <p>2-P.22 Expand the City inventory of citrus groves.</p> <p>2-P.23 Incorporate citrus trees, in groves of sufficient size and depth to be a viable grove, as part of streetscapes and scenic views, and encourage their conservation in historic neighborhoods.</p> <p>2-A.82 Continue using the Citrus Preservation Commission as the body to make recommendations and advise the City Council regarding the acquisition, improvement, preservation, and retention of citrus properties within the city.</p>	<p>Significant and Unavoidable</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	2-A.83 Explore funding mechanisms to increase City acreage of citrus groves. 2-A.84 Where practical, establish new groves at the city’s entrances/gateways to announce the city’s citrus heritage. 2-A.85 Explore incentives and supportive programs that encourage the ongoing conservation of privately-owned citrus groves. 2-A.86 Take advantage of desirable environments, such as the Crafton subarea, that can provide citrus groves and agricultural land that otherwise would be subject to strong development pressures. Encourage or incentivize homeowners to maintain the groves. 2-A.87 Encourage planting new groves along street frontages. At a minimum, two rows of trees should be planted and the area should be at least 10,000 square feet to be a viable grove along street frontages. 2-A.88 Undertake efforts, including spraying and working with other agencies, as well as education to manage the spread of diseases such as huanglongbing carried by the Asian Citrus Psyllid. Assist growers in transitioning to other crops if necessary. 2-A.89 Continue working with packinghouses, local schools, and restaurants to encourage local consumption of citrus.	
	<p>Livable Community Elements</p> <p>Growth Management Principles and Actions</p> 4-P.3 Focus new development in infill areas in order to preserve open space, agriculture, and citrus groves, particularly around the edges of the city. 4-A.1 Promote the orderly development and growth of urban areas in infill areas and the city center while encouraging the ongoing cultivation of agricultural land and the preservation of rural living areas in the canyons, Crafton, and Mentone. 4-A.2 Establish an Urban Growth Boundary between Redlands and Crafton to maintain rural uses and promote agriculture in Crafton, delineating the edge of urban uses.	

	<p>Land Use Principles and Actions</p> <p>4-P.23 Preserve agricultural land in the Planning Area and protect it from premature development.</p> <p>4-P.24 Preserve open space land in order to protect the visual character of the city, provide for public outdoor recreation, conserve natural resources, support groundwater recharge, and manage production of resources. Limit development in areas that possess a unique character and fragile ecology.</p> <p>4-P.25 Limit development on steep hillsides to preserve the stability and integrity of the slopes and to ensure public safety.</p> <p>4-A.34 Preserve agricultural land and protect agricultural operations and soils by identifying and designating these lands as Agriculture.</p> <p>4-A.35 Preserve connections between agricultural lands with other agricultural lands and supporting uses, and discourage the isolation of agricultural parcels among non-agricultural uses.</p> <p>4-A.36 Consider adoption of a Right-to-Farm Ordinance to support continued agricultural operations by limiting the circumstances under which properly conducted agricultural operations on agricultural land may be considered a nuisance.</p> <p>4-A.37 Ensure adequate buffers and transitions between agricultural land and non-agricultural development in order to reduce the potential for land use conflicts.</p> <p>4-A.38 Encourage the continued operation of existing agricultural operations through the use of agricultural easements and Williamson Act contracts.</p> <p>4-A.40 Permit commercial functions related to agricultural uses to encourage the sustainability of farming in Redlands and the Planning Area. Such functions can include: roadside stands, packing and processing operations, agri-tourism events, and bed-and-breakfast inns. Amend the Zoning Ordinance to permit such uses.</p> <p>Vital Environment Elements</p> <p>Open Space for Conservation Principles</p> <p>6-P.4 Preserve and enhance open space and agricultural land to define the Mentone and Crafton areas as distinct from Redlands.</p>	
--	---	--

	<p>Agriculture and Open Space for Resource Production Principles and Actions</p> <p>6-P.11 Retain the maximum feasible amount of agricultural land for its contributions to the local economy, lifestyle, air quality, habitat value and sense of Redlands’ heritage.</p> <p>6-P.12 Support the viability of agriculture through efforts to promote locally-grown produce and livestock as part of Redlands lifestyle and economy.</p> <p>6-P.13 Preserve the identity of Crafton and San Timoteo /Live Oak canyons as farming neighborhoods.</p> <p>6-P.14 Provide for the continued operation of existing livestock/dairy farms in areas of the San Timoteo and Live Oak canyons and Crafton designated as Resource Preservation, Rural Living, and Very Low Density Residential on the General Plan Land Use map.</p> <p>6-A.22 Employ zoning for agricultural and rural living areas to maintain citrus and other croplands in production where designated on the General Plan Land Use map.</p> <p>6-A.23 Permit transfer of development rights (TDR) between agreeable owners to preserve agricultural land and citrus groves.</p> <p>6-A.24 Develop an agricultural land mitigation program to conserve agricultural land through agricultural conservation easements at a ratio of 1:1 or greater. <i>The City may also take advantage of funding opportunities in order to establish such a program.</i></p> <p>6-A.25 Utilize local land trusts to make the most efficient use of funds available for agricultural preservation.</p> <p>6-A.26 Utilize State and non-profit funds for agricultural conservation easements with willing participants.</p> <p>6-A.27 Ensure that new development adjacent to an agricultural use is compatible with the continuation of the use by requiring appropriate design criteria, such as site layout, landscaping, and buffer areas.</p> <p>6-A.28 Promote “agri-tourism”, farm-to-table promotions, roadside stands, and farmer’s markets to enhance the economic viability of farming in Redlands.</p> <p>Healthy Community Elements</p>	
--	---	--

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>Public Health Principles and Actions</p> <p>7-A.47 Promote locally-grown foods through the following initiatives:</p> <ul style="list-style-type: none"> • Establish organic and local farming economic development zones in San Timoteo Canyon, Crafton, and other suitable locations; • Investigate State and local financing programs to assist with expanding the local farming programs; • Expand the community garden program subject to funding and land availability; and • Eliminate barriers to and establish incentives for increased local food production. <p>7-A.48 Support farmers’ markets throughout the city.</p> <p>7-A.50 Seek ways to partner with Redlands-based community supported agriculture (CSA) programs as an alternative source of fresh and healthy fruits and vegetables for Redlands’ residents– particularly those with limited mobility or limited income and those farthest from existing grocery stores.</p> <p>7-A.58 Develop incentives for new farmer training. Explore land leasing programs for new farmers.</p> <p>7-A.59 Support agri-tourism within Redlands by eliminating barriers for farms to provide events such as weddings, cooking classes, “dinner on the farm,” and other events.</p>	
3.2-2 Buildout of the Proposed Project would conflict with an existing Williamson Act contract.	See policies listed under Impact 3.2-1.	Less than significant
3.2-3 Buildout of the Proposed Project would result in changes in the existing environment that, due to their location or nature,	See policies listed under Impact 3.2-1.	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
could result in conversion of Farmland to non-agricultural use.		
3.3 Air Quality		
3.3-1 Development under the Proposed Project would not conflict with or obstruct the implementation of the applicable air quality plan.	<p>Livable Community Element</p> <p>Transit Villages Principles</p> <p>4-P.44 Provide choices for travel options, including walking, biking, vehicular, and transit.</p> <p>Connected City Element</p> <p>Layered, Multi-Modal Network Principles</p> <p>5-P.4 Support transportation infrastructure improvements such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.</p> <p>5-P.5 Manage the city’s transportation system to minimize traffic congestion, improve flow, and improve air quality.</p> <p>Pedestrian, Bicycle, and Vehicular Movement Actions</p> <p>5-A.19 Provide pedestrian routes between offices, neighborhoods, Downtown, and Transit Villages. Plan for direct connections from the interiors of residential tracts to neighboring parks, schools, retail, and other services using sidewalks, trails, and paseos.</p> <p>Bicycle Movement Principles and Actions</p> <p>5-P.19 Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips.</p> <p>5-P.20 Develop bike routes that provide access to rail stations, Downtown, schools, parks, the University, employment, and shopping destinations.</p> <p>5-A.27 Incorporate end-of-trip facilities into Transportation Demand Management (TDM) plans at employment sites and public facilities, depending upon distance from bikeways. Provide well-located, secure bike storage facilities at employment</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>sites, shopping and recreational areas, and schools in order to facilitate bike use. Encourage major employers to provide shower and changing facilities or assist in funding bicycle transit centers in nearby locations.</p> <p>Vehicular Movement Actions</p> <p>5-A.32 Utilize transportation demand management strategies, non-automotive enhancements (bicycle, pedestrian, transit, train, trails, and connectivity), and traffic signal management techniques as part of a long-term transportation solution and traffic mitigation strategy.</p> <p>5-A.34 Encourage the use of car share and car hire services within Redlands to provide vehicular transportation alternatives.</p> <p>5-A.37 Plan for areas where alternative fueling stations can be located throughout the city such as electric charging stations, CNG, hydrogen, and flex fuels.</p> <p>Transit Principles</p> <p>5-P.25 Improve public transit as a viable form of transportation in Redlands.</p> <p>5-P.26 Support passenger rail as an alternative mode of regional transit.</p> <p>Transportation Demand Management (TDM) Principles and Actions</p> <p>5-P.27 Adopt and implement a Transportation Demand Management Program.</p> <p>5-A.66 Evaluate and include the following appropriate elements in a Transportation Demand Management (TDM) Program:</p> <ul style="list-style-type: none"> • Telecommuting from home • Telecommuting from a satellite work Center • Compressed work week • Flex time • Ridesharing • Ridesharing subsidy and tax credits • Ridesharing parking cost subsidy 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> • Ridematching and carpooling • Guaranteed ride home • Car hire services • Commuter stores • Car share programs • Bike share programs • On-site facilities for commuters • Remote park-and-ride lots with amenities • Preferential parking for ride sharers • Transit pass programs • Other new and innovate alternatives that may arise in the future <p>Healthy Community Element</p> <p>Public Health Actions</p> <p>7-A.44 Support the use of clean fuel and “climate friendly” vehicles in order to reduce energy use, energy costs, and greenhouse gas emissions by residents, businesses, and City government activities.</p> <p>7-A.46 Encourage the provision of bike lockers, bike-sharing, and other methods of supporting active transportation that can contribute to healthy lifestyles.</p> <p>Air Quality Principles and Actions</p> <p>7-P.44 Protect air quality within the city and support efforts for enhanced regional air quality.</p> <p>7-P.45 Aim for a diverse and efficiently-operated ground transportation system that generates the minimum amount of pollutants feasible.</p> <p>7-P.46 Increase average vehicle ridership during peak commute hours as a way of reducing vehicle miles traveled and peak period auto travel.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-P.47 Cooperate in efforts to expand bus, rail, and other forms of mass transit in the portion of the South Coast Air Basin within San Bernardino County.</p> <p>7-P.48 Involve environmental groups, the business community, and the general public in the formulation and implementation of programs that enhance air quality in the city and the region.</p> <p>7-A.144 To the extent practicable and feasible, maintain a system of air quality alerts (such as through the City website, internet, e-mail to City employees, and other tools) based on South Coast Air Quality Management District forecasts. Consider providing incentives to City employees to use alternative transportation modes during alert days.</p> <p>7-A.145 Provide, whenever possible, incentives for carpooling, flex time, shortened work weeks, telecommuting, and other means of reducing vehicular miles traveled.</p> <p>7-A.146 Promote expansion of all forms of mass transit to the urbanized portions of San Bernardino, Orange, Los Angeles, and Riverside counties. Support public transit providers in efforts to increase funding for transit improvements to supplement other means of travel.</p> <p>7-A.147 Cooperate with the ongoing efforts of the U.S. Environmental Protection Agency, the South Coast Air Quality Management District, and the State of California Air Resources Board in improving air quality in the regional air basin.</p> <p>7-A.148 Develop requirements for retrofitting existing residential buildings within the 500 foot AQMD buffer along the freeway to abate air pollution, and limitations on new residential developments within the buffer.</p> <p>7-A.149 Ensure that construction and grading projects minimize short-term impacts to air quality.</p> <ul style="list-style-type: none"> • Require grading projects to provide a storm water pollution prevention plan (SWPPP) in compliance with City requirements, which include standards for best management practices (BMPs) that control pollutants 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>from dust generated by construction activities and those related to vehicle and equipment cleaning, fueling, and maintenance;</p> <ul style="list-style-type: none"> • Require grading projects to undertake measures to minimize mono-nitrogen oxides (NO_x) emissions from vehicle and equipment operations; and • Monitor all construction to ensure that proper steps are implemented. <p>7-A.150 Establish and implement a Transportation Demand Management (TDM) Program.</p> <p>7-A.151 Convert the City fleet to zero emissions vehicles where financially feasible and provide associated infrastructure for such vehicles.</p> <p>7-A.152 Enforce regulations to prevent trucks from excessive idling in residential areas.</p> <p>Sustainable Community Element</p> <p>Energy Efficiency and Conservation Principles and Actions</p> <p>8-P.1 Promote energy efficiency and conservation technologies and practices that reduce the use and dependency of nonrenewable resources of energy by both City government and the community.</p> <p>8-P.2 Promote energy awareness community-wide by educating the community regarding energy audits and incentive programs (tax credits, rebates, exchanges, etc.) available for energy conservation.</p> <p>8-P.3 Proactively review and update City plans, resolutions, and ordinances to promote greater energy efficiency in both existing and new construction in regard to site planning, architecture, and landscape design.</p> <p>8-A.1 Work with Southern California Edison Company (SCE) and Southern California Gas Company (SCG) to educate the public about the need to conserve energy resources and the higher energy efficiency of new appliances and building materials.</p> <p>8-A.2 Support San Bernardino County and San Bernardino Associated Governments (SANBAG) in implementation of their energy-related policies.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>8-A.4 Continue pursuit of sustainable energy sources—such as hydroelectricity; geothermal, solar, and wind power; and biomethane—to meet the community’s needs.</p> <p>8-A.7 Seek alternatives to reduce non-renewable energy consumption attributable to transportation within the Planning Area. Seek funding and other assistance from the South Coast Air Quality Management District (AQMD) for installation of electric vehicle charging stations at appropriate locations throughout the city.</p> <p>8-A.8 Implement and enforce California Code of Regulations Title 24 building standards (parts 6 and 11) to improve energy efficiency in new or substantially remodeled construction. Consider implementing incentives for builders that exceed the standards included in Title 24 and recognize their achievements over the minimum standards.</p> <p>Green Building and Landscape Principles and Actions</p> <p>8-P.8 Promote sustainability by reducing the community’s greenhouse gas (GHG) emissions and fostering green development patterns—including buildings, sites, and landscapes.</p> <p>8-A.39 Continue implementation and enforcement of the California Building and Energy codes to promote energy efficient building design and construction.</p> <p>8-A.40 Promote the Leadership in Energy and Environmental Design (LEED) certification program for the design, operation, and construction of high-performance green buildings.</p> <p>8-A.41 Promote energy conservation and retrofitting of existing buildings through:</p> <ul style="list-style-type: none"> • Encouraging point-of-sale residential energy and water efficiency audits. Provide information on upgrading requirements and/or incentives if necessary; • Providing financial incentives and low-cost financing products and programs that encourage investment in energy efficiency and renewable energy within existing residential buildings; and 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> • Educating residents about the availability of free home energy audit programs and encouraging the implementation of audit findings. <p>Greenhouse Gas Reduction Principles and Actions</p> <p>8-P.9 Undertake initiatives to enhance sustainability by reducing the community’s GHG emissions.</p> <p>8-P.10 Demonstrate leadership by reducing the use of energy and fossil fuel consumption in municipal operations, including transportation, waste reduction, and recycling, and by promoting efficient building design and use.</p> <p>8-A.45 Prepare a Climate Action Plan to ensure that the Planning Area complies with State-mandated GHG emissions.</p> <p>8-A.46 Continue to monitor the City’s compliance with State-mandated GHG emissions, as provided for in the Climate Action Plan. Make timely adjustments to City policies as required to continue meeting State GHG targets, and as changes in technology, federal and State programs, or other circumstances warrant.</p>	
3.3-2 Development under the Proposed Project would violate air quality standards or contribute substantially to an existing or projected air quality violation.	<p>The proposed General Plan principles and actions as listed under Impact 3.15-I above, as well as the following policies.</p> <p>Healthy Community Element</p> <p>Public Health Actions</p> <p>7-A.35 Implement street design features that facilitate walking and biking in both new and established areas. Require a minimum standard of these features for all new developments.</p> <p>7-A.38 Revise development standards to require pedestrian connections into and inside commercial projects.</p>	Significant and unavoidable
3.3-3 Development under the Proposed Project would result in a cumulatively considerable net increase of any criteria pollutant for	<p>The proposed General Plan principles and actions as listed under Impact 3.15-I above, and Actions 7-A.35 and 7-A.38 as listed under Impact 3.3-2 above.</p>	Significant and Unavoidable

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
<p>which the General Plan region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for O₃ precursors).</p>		
<p>3.3-4 Development under the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Principles 5-P.5, 7-P.44, 7-P.45, 7-P.46, 7-P.47, and 7-P.48, and actions 5-A.27, 5-A.37, 5-A.66, 7-A.144, 7-A.145, 7-A.146, 7-A.147, 7-A.148, 7-A.150, 7-A.151, and 7-A.152, as listed under Impact 3.3-1 above, as well as the following policies.</p> <p>Healthy Community Element</p> <p>Air Quality Principles</p> <p>7-P.49 Protect sensitive receptors from exposure to hazardous concentrations of air pollutants.</p> <p>Air Quality Actions</p> <p>7-A.153 Require applicants for sensitive land uses (e.g. residences, schools, daycare centers, playgrounds, and medical facilities) to site development and/or incorporate design features (e.g. pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) to minimize the potential impacts of air pollution on sensitive receptors.</p> <p>7-A.154 Require applicants for sensitive land uses within a Proposition 65 warning contour to conduct a health risk assessment and mitigate any health impacts to a less than significant level.</p>	<p>Less than significant</p>
<p>3.3-5 Development under the Proposed Project would not create objectionable odors affecting a</p>	<p>Principles 7-P.44 and 7-P.48, and actions 7-A.144, 7-A.147, 7-A.148, and 7-A.149, as listed under Impact 3.3-1 above.</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
substantial number of people.		
3.4 Biological Resources		
3.4-1 Implementation of the Proposed Project could have an 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; by the California Department of Fish and Wildlife; or by the U.S. Fish and Wildlife Service.	<p>Livable Community Element Southern Hills and Canyons Principles 4-A.63 Design buildings to accommodate topography and minimize grading. 4-A.66 Preserve natural vegetation and wildlife areas to create wildlife corridors extending throughout the Live Oak Canyon and San Timoteo Canyon areas. Work with Caltrans and SANBAG to extend wildlife corridors north of I-10 to provide linkages to open space in those locations.</p> <p>Measure U Policies 4.41i That portion of San Timoteo Creek, as defined by its floodway easements or flood control fee title, lying within the corporate boundary of the City is hereby declared to be Resource Preservation land and shall be preserved for the purposes of promoting wildlife preservation, open space recreation and water conservation. No fencing or other barriers shall be permitted in this Resource Preservation area that impede or limit access to the free crossing or use of the area by wildlife or its use for open space recreational purposes.</p> <p>Vital Environment Element Open Space and Conservation Actions 6-A.1 Preserve as open space those areas that contain unique habitats, natural resources, and visual amenities such as citrus groves, hillsides, canyons, and waterways. These areas provide natural contrast with the urban cityscape.</p> <p>Biological Resources Principles and Actions 6-P.7 Protect environmentally sensitive lands, wildlife habitats, and rare, threatened, or endangered plant and animal communities.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>6-P.8 Minimize disruption of wildlife and valued habitat throughout the Planning Area and emphasize that open space is for more than just human use, but also serves as habitat for biological resources.</p> <p>6-P.9 Preserve, protect, and enhance wildlife corridors, including natural watercourses, 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.</p> <p>6-A.11 Require a biological assessment of any proposed project site within the Planning Area where species that are state or federally listed as rare, threatened, or endangered are identified as potentially present.</p> <p>6-A.12 Require that proposed projects adjacent to, surrounding, or containing wetlands, riparian corridors, or wildlife corridors be subject to a site-specific analysis that will determine the appropriate size and configuration of a buffer zone.</p> <p>6-A.13 Utilize conservation easements and preserves as a means to conserve natural habitats.</p> <p>6-A.14 Construct freeway and arterial street undercrossings or overpasses where necessary to establish and preserve identified wildlife corridors.</p> <p>6-A.15 Enhance the Mill Creek Zanja and Morey Arroyo and tributary drainages as riparian corridors, where feasible, to provide habitat as well as recreational and aesthetic value consistent with an overall master plan for habitat preservation.</p> <p>6-A.16 Work with the Crafton Hills Open Space Conservancy to preserve, enhance, and maintain the Crafton Hills as an ecosystem.</p> <p>6-A.17 Coordinate open space and habitat preservation in the Crafton Hills with the City of Yucaipa.</p> <p>6-A.18 Coordinate open space and habitat preservation in San Timoteo and Live Oak canyons with Riverside County.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>6-A.19 Continue participation in regional planning efforts to protect habitat and environmentally sensitive species, including efforts by the City of Yucaipa on habitat preservation along Yucaipa Creek and in Live Oak Canyon throughout its length.</p> <p>Water Quality Actions</p> <p>6-A.37 Require measures during construction and post construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas, and erosive soils; and minimize disturbance of natural vegetation and other physical or biological features important to preventing erosion or sedimentation.</p> <p>6-A.38 Protect and, where feasible, enhance or restore the city’s waterways, including zanjas and ditches, preventing erosion along the banks, removing litter and debris, and promoting riparian vegetation and buffers.</p>	
3.4-2 Implementation of the Proposed Project could have an adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife, or by the U.S. Fish and Wildlife Service.	Principles 6-P.7 and 6-P.9; and actions 6-A.1, 6-A.12, 6-A.15, and 6-A.37, as listed under Impact 3.4-1 above.	Less than significant
3.4-3 Implementation of the Proposed Project could have an adverse effect on federally protected wetlands as defined by	Principle 6-P.9, and actions 6-A.1, 6-A.12, and 6-A.15, as listed under Impact 3.4-1 above as well as the following policy.	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	<p>Livable Community Element</p> <p>Southeast Area Principles</p> <p>4-P.37 Preserve and enhance the historic character of Live Oak Canyon and San Timoteo Canyon as narrow fertile valleys astride a gorged watercourse lined with significant trees. This character is important to the area and should be preserved by not only ensuring it does not disappear but by enhancing it so it can continue to be readily perceived among the development which occurs in the canyons.</p>	
3.4-4 Implementation of the Proposed Project could 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.	Principles 4.4Ii, 6-P.7, 6-P.8, and 6-P.9, and actions 4-A.67, 6-A.12, 6-A.14, and 6-A.15, as listed under Impact 3.4-1 above.	Less than significant
3.4-5 Implementation of the Proposed Project could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	<p>Principle 4.4Ii, and actions 6-A.16, 6-A.17, 6-A.18, and 6-A.19, as listed under Impact 3.4-1.</p> <p>Distinctive City Element</p> <p>Preservation of Older Neighborhoods Actions</p> <p>2-A.70 Encourage preservation of historic public and private improvements, such as street curbs, street trees, specimen trees, street lights, hitching posts, masonry walls, and early paved sidewalks.</p> <p>Street Trees and Streetscape Principles and Actions</p> <p>2-P.18 Reinforce Redlands' identity as a "Tree City" through cohesive streetscapes that enhance its sense of place and its heritage, and that promote pedestrian comfort.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>2-P.19 Use trees to establish or reinforce city entrances/gateways that announce arrival and convey the spirit of the city.</p> <p>2-P.20 Use street trees to differentiate arterials and to reduce the apparent width of wide streets.</p> <p>2-A.77 Prepare and maintain a citywide inventory and streetscape plan that includes the following components:</p> <ul style="list-style-type: none"> • Streetscape strategies for major arterial streets that may include items such as tree species; median or parkway landscape treatment; and curbs and sidewalk location and materials; and • An updated official Street Tree List that is tied to streetscape strategies, which promotes use of native and water efficient trees, and trees that provide pedestrian shade and comfort. <p>2-A.78 Consider creating tree-lined medians on arterials, boulevards, and collectors where the width of the street is adequate to accommodate the anticipated traffic flows along with a landscaped median.</p> <p>2-A.79 Avoid sound walls as a standard on arterial streets in residential areas.</p> <p>2-A.80 Prepare a design manual for historic district streets that reflects the city’s heritage and promotes cohesive, pedestrian-scale streetscapes that include sidewalks, signage and wayfinding, and historical markers.</p> <p>2-A.81 Educate property owners on their civic responsibility to maintain trees in parkways. Require property owners to maintain landscaping and trees on private property and in parkways through code enforcement and landscaping ordinances.</p> <p>Citrus Groves/Farms Principles and Actions</p> <p>2-P.23 Incorporate citrus trees, in groves of sufficient size and depth to be a viable grove, as part of streetscapes and scenic views, and encourage their conservation in historic neighborhoods.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>2-A.84 Where practical, establish new groves at the city’s entrances/gateways to announce the city’s citrus heritage.</p> <p>2-A.87 Encourage planting new groves along street frontages. At a minimum, two rows of trees should be planted and the area should be at least 10,000 square feet to be a viable grove along street frontages.</p> <p>Livable Community Element</p> <p>Growth Management Principles</p> <p>4-P.1 Promote a balanced rate and distribution of development and uses pursuant to the standards identified in Measure U and compatible with the fabric of the existing community.</p> <p>Vital Environment Element</p> <p>Open Space for Conservation Actions</p> <p>6-A.2 Identify gaps in the Emerald Necklace and work with San Bernardino County and neighboring cities, conservation organizations, and willing landowners to prioritize land acquisition or other resource preservation strategies in those areas.</p> <p>6-A.10 Maintain and enhance Redlands’ network of urban forest and street trees.</p> <p>Biological Resources Action</p> <p>6-A.21 Ensure that future activities in the Santa Ana River Wash are consistent with the habitat conservation policies of the Upper Santa Ana River Land Management Habitat Conservation Plan (Wash Plan).</p> <p>Construction Aggregates Principle</p> <p>6-P.16 Ensure that future mining activity in the Santa Ana River Wash area is consistent with the Upper Santa Ana River Land Management Habitat Conservation Plan (Wash Plan).</p>	
3.4-6 Implementation of the Proposed Project could conflict with the provisions	Principle 6-P.9, as listed under Impact 3.4-1, and action 6-A.21, as listed under Impact 3.4-5.	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
of an adopted habitat conservation plan (the Wash Plan), natural community conservation plan, or other approved local, regional, or state habitat conservation plan.		
3.5 Energy, Greenhouse Gases, and Climate Change		
3.5-1 Development under the Proposed Project would not cause wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance.	<p>Healthy Community Element Public Health Actions 7-A.44 Support the use of clean fuel and “climate friendly” vehicles in order to reduce energy use, energy costs, and greenhouse gas emissions by residents, businesses, and City government activities.</p> <p>Sustainable Community Element Energy Efficiency and Conservation Principles and Actions 8-P.1 Promote energy efficiency and conservation technologies and practices that reduce the use and dependency of nonrenewable resources of energy by both City government and the community. 8-P.2 Promote energy awareness community-wide by educating the community regarding energy audits and incentive programs (tax credits, rebates, exchanges, etc.) available for energy conservation. 8-P.3 Proactively review and update City plans, resolutions, and ordinances to promote greater energy efficiency in both existing and new construction in regard to site planning, architecture, and landscape design. 8-A.1 Work with Southern California Edison Company (SCE) and Southern California Gas Company (SCG) to educate the public about the need to conserve energy resources and the higher energy efficiency of new appliances and building materials.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>8-A.2 Support San Bernardino County and San Bernardino Associated Governments (SANBAG) in implementation of their energy-related policies.</p> <p>8-A.3 Leverage and help drive community participation in utility company programs and financial incentives within the city (e.g., one stop information clearinghouse, incentives, on bill financing, etc.).</p> <p>8-A.4 Continue pursuit of sustainable energy sources—such as hydroelectricity; geothermal, solar, and wind power; and biomethane—to meet the community’s needs.</p> <p>8-A.5 Accelerate the adoption of solar power and/or other alternative energy usage in Redlands through actions such as:</p> <ul style="list-style-type: none"> • Establishing incremental growth goals for solar power/alternative energy systems in Redlands; • Developing guidelines, recommendations, and examples for cost-effective solar and/or other alternative energy-based installation; and • Installing solar/alternative energy technology on available City spaces. <p>8-A.7 Seek alternatives to reduce non-renewable energy consumption attributable to transportation within the Planning Area. Seek funding and other assistance from the South Coast Air Quality Management District (AQMD) for installation of electric vehicle charging stations at appropriate locations throughout the city.</p> <p>8-A.8 Implement and enforce California Code of Regulations Title 24 building standards (parts 6 and 11) to improve energy efficiency in new or substantially remodeled construction. Consider implementing incentives for builders that exceed the standards included in Title 24 and recognize their achievements over the minimum standards.</p> <p>8-A.9 Encourage the use of construction, roofing materials, and paving surfaces with solar reflectance and thermal emittance values per the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>8-A.10 Integrate trees and shade into the built environment, to mitigate issues such as stormwater runoff and the urban heat island effect.</p> <p>8-A.11 Further City efforts to be a model of energy conservation stewardship by:</p> <ul style="list-style-type: none"> • Continuing participation in SCE/SCG's Community Partnership program; • Moving City electric load off-peak where practical; • Partnering directly with large consumers of energy and encouraging and promoting their energy efficiency activities; • Establishing energy efficiency and conservation baselines; and • Reporting routinely on the progress of goals. <p>8-A.12 Explore participating in new high-efficiency technology programs such as LED lighting for City facilities, safety lighting in parks and other public spaces, and LED street lighting conversion for all City-owned street lights.</p> <p>8-A.13 Identify and obtain funding sources to implement energy conservation and efficiency programs and other emerging energy strategies suitable to conditions within the city.</p> <p>8-A.14 Seek funding programs to assist low and moderate-income households in energy conservation.</p> <p>8-A.15 Encourage City employees to submit energy efficiency and conservation recommendations for City operations and follow up on the recommendations.</p> <p>8-A.16 Complete a comprehensive review of City codes and standards for applicability for energy and water efficiency/conservation measures and make changes to modify them accordingly.</p> <p>8-A.17 Set goals consistent with the State's Long-Term Energy Efficiency Strategic Plan. Design and implement programs and incentives to meet these goals in both private and public sector construction:</p> <ul style="list-style-type: none"> • All new residential construction in California will be zero net energy by 2020. 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> • All new commercial construction in California will be zero net energy by 2030. • The heating, ventilation, and air conditioning (HVAC) industry will be improved to ensure optimal equipment performance; and all eligible low-income homes will be energy efficient by 2020. <p>8-A.18 Allocate savings realized from energy efficiency improvements at City facilities to implement additional energy efficiency improvements at City facilities.</p> <p>8-A.19 Explore adoption of a model dark sky ordinance for appropriate areas of the city i.e. the rural areas of the canyons and Crafton.</p> <p>8-A.20 Support energy resiliency through a diversified system of energy sources including zero and near-zero emission technologies.</p> <p>Water Conservation Actions</p> <p>8-A.27 Seek funding sources to implement renewable energy sources determined to be feasible for water and wastewater operations.</p> <p>8-A.29 Reduce consumption of carbon-based fuels for conveyance and treatment of water and wastewater.</p> <p>Waste Reduction and Recycling Actions</p> <p>8-A.35 Invest in new infrastructure and technology and partnerships that contribute to increased waste diversion and capture/reuse of methane gas emissions from the landfill.</p> <p>8-A.38 Explore the potential to generate energy using biomethane from the City's landfill and wastewater treatment plant.</p> <p>Green Building and Landscapes Actions</p> <p>8-A.39 Continue implementation and enforcement of the California Building and Energy codes to promote energy efficient building design and construction.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>8-A.40 Promote the Leadership in Energy and Environmental Design (LEED) certification program for the design, operation, and construction of high-performance green buildings.</p> <p>8-A.41 Promote energy conservation and retrofitting of existing buildings through:</p> <ul style="list-style-type: none"> • Encouraging point-of-sale residential energy and water efficiency audits. Provide information on upgrading requirements and/or incentives if necessary; • Providing financial incentives and low-cost financing products and programs that encourage investment in energy efficiency and renewable energy within existing residential buildings; and • Educating residents about the availability of free home energy audit programs and encouraging the implementation of audit findings. <p>8-A.43 Decrease the need for artificial cooling, heating, and lighting, and promote outdoor lifestyles in Redlands’ moderate climate by:</p> <ul style="list-style-type: none"> • Updating the Zoning Ordinance to provide for adequate private and common open spaces as part of multi-family developments; and • Encouraging residential and office buildings to have windows that open to the outside in all habitable rooms and maximize the use of daylight. <p>8-A.44 Prepare a Landscape Manual or enhance landscape standards in the Municipal Code to mitigate urban heat island effects through maximum tree canopy coverage and minimum asphalt and paving coverage—particularly for denser areas like Downtown, Transit Villages, shopping centers, and industrial and other areas with expansive surface parking. Consider the reflectance of stone and rock ground cover in heat generation.</p> <p>Greenhouse Gas Reduction Principles</p> <p>8-P.10 Demonstrate leadership by reducing the use of energy and fossil fuel consumption in municipal operations, including transportation, waste reduction, and recycling, and by promoting efficient building design and use.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
3.5-2 The Proposed Project would not conflict with the CBC Energy Efficiency Standards, the CARB passenger vehicle GHG emission reduction targets for 2020 and 2035, or any other applicable energy conservation regulations.	See proposed energy conservation and mobility-related policies listed above under Impact 3.5-1 and below under Impact 3.5-3.	Less than significant
3.5-3 Development under the Proposed Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<p>Land Use and Community Design Element</p> <p>Community Integration Actions</p> <p>2-A.5 Develop new roadway connections, pedestrian paths, and bicycle routes that facilitate transportation in the north-south direction traversing the I-10 freeway.</p> <p>2-A.6 Improve and make more efficient traffic flow for all modes of transportation along corridors that link north-south thoroughfares through techniques such as signal timing, additional lanes, sidewalks, bike paths, and other improvements.</p> <p>2-A.18 Promote a safe and secure environment near transit stations through design, adjacent land use considerations, public space programming, and coordination with public safety providers.</p> <p>2-A.34 Uphold the designation of the following streets within the city as scenic highways, drives, and historic streets. Special development standards have been adopted by Resolution for these streets. The streets are:</p> <ul style="list-style-type: none"> • Brookside Avenue, from Lakeside Avenue to Eureka Street; • Olive Avenue, from Lakeside Avenue to Cajon Street; • Center Street, from Brookside Avenue to Crescent Avenue; • Highland Avenue, from Serpentine Drive to Cajon Street; • Sunset Drive, from Serpentine Drive to Edgemont Drive; • Cajon Street; 	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> • Mariposa Drive, between Halsey and Sunset Drive; and • Dwight Street, between Pepper Street and Mariposa Drive. <p>In addition, consider designating the following roads as scenic drives within the community as neighborhood connectors and recreational routes for drivers and bike riders.</p> <ul style="list-style-type: none"> • Riverview Drive along the Santa Ana River Wash; • Live Oak Canyon Road; • San Timoteo Canyon Road; • Sylvan Boulevard; • Nevada Street, from the Orange Blossom Trail to Barton Road; • Pioneer Avenue, from River Bend Drive to Judson Street; and • Rural roads in Crafton. <p>Cultural Resources Action 2-A.69 Encourage shared parking or in-lieu parking in older neighborhoods.</p> <p>Street Trees and Streetscape Actions 2-A.77 Prepare and maintain a citywide inventory and streetscape plan that includes the following components:</p> <ul style="list-style-type: none"> • Streetscape strategies for major arterial streets that may include items such as tree species; median or parkway landscape treatment; and curbs and sidewalk location and materials • Updated official Street Tree List that is tied to streetscape strategies, which promotes use of native and water efficient trees, and trees that provide pedestrian shade and comfort. <p>2-A.80 Prepare a design manual for historic district streets that reflects the city’s heritage and promotes cohesive, pedestrian-scale streetscapes that include sidewalks, signage and wayfinding, and historical markers.</p>	

	<p><i>Vibrant Downtown Actions</i></p> <p>2-A.92 Provide public improvements for traffic and pedestrian circulation, flood control, utility services, and aesthetic amenities that will attract new private investment and economic development.</p> <p>2-A.99 Ensure that new development along Redlands Boulevard is pedestrian-oriented.</p> <p><i>Livable Community Element</i></p> <p><i>Land Use Principles and Actions</i></p> <p>4-P.9 Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services.</p> <p>4-A.12 Support new residential development in Downtown, the Transit Villages, and other focused infill sites accessible to transit and in central parts of the community.</p> <p>4-A.18 Focus the development of office space in transit-accessible locations.</p> <p><i>Focus Areas Actions</i></p> <p>4-A.52 Improve access and movement of all modes of transportation in the East Valley Corridor and enhance linkages to transit.</p> <p>4-A.95 Encourage the development of bicycle, pedestrian, and transit access that reduce the need for on-site parking.</p> <p><i>Transit Villages Principles and Actions</i></p> <p>4-P.41 Foster a connected, accessible, and active community by creating attractively designed pedestrian- and transit-oriented villages with a mix of uses in a compact area.</p> <p>4-P.44 Provide choices for travel options, including walking, biking, vehicular, and transit.</p> <p>4-P.45 Accommodate all appropriate modes of transportation in Transit Villages, and promote seamless transitions between modes.</p> <p>4-A.99 Implement bicycle route improvements that provide intra-city and regional connections, connecting to Loma Linda, the City of San Bernardino, and north to the Santa Ana River Trail.</p>	
--	--	--

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>4-A.104 Add new streets to create a finer-grained (shorter blocks), pedestrian-scaled road network, connecting residential areas to parks and the Mixed-Use Core.</p> <p>4-A.105 Provide streetscape improvements along the major corridors of Alabama Street and Redlands Boulevard to enhance comfort and safety for all modes of travel and strengthen north-south connections between major destinations and east-west routes.</p> <p>4-A.106 Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses.</p> <p>4-A.108 Implement bicycle route improvements that provide strong east-west connections to other Transit Villages and the city’s wider bicycle network. Routes would include the Orange Blossom Trail and potentially a trail along Redlands Boulevard in this location.</p> <p>4-A.110 Create an active and compact transit-oriented core with office uses that provide opportunities for jobs and innovation, as well as commercial and residential uses to serve the needs of the area’s workers.</p> <p>4-A.112 Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses.</p> <p>4-A.113 Provide pedestrian routes between offices, neighborhoods, and Downtown.</p> <p>4-A.114 Implement bicycle route improvements that provide strong east-west connections to other Transit Villages as well as north-south connections to improve access to existing neighborhoods to the north. Routes would include the Orange Blossom Trail, the Lugonia Trail on New York Street, and a route along Texas Street.</p> <p>4-A.115 Implement intersection improvements, including pedestrian improvements, at the I-10 undercrossings at New York and Texas Street to increase comfort and safety for all modes of travel.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>4-A.116 Ensure safe railway crossings at Tennessee Street, Texas Street, and New York Street for bicyclists and pedestrians.</p> <p>4-A.118 Complete and implement an update of the Downtown Specific Plan to create a cohesive town center with amenities and pedestrian-oriented streets.</p> <p>4-A.124 Establish boulevards along Orange Street, Colton Avenue, and Redlands Boulevard with pedestrian-oriented streetscape improvements and ground-floor active uses.</p> <p>4-A.125 Strengthen pedestrian and bicycle circulation routes within Downtown and to and from adjacent neighborhoods.</p> <p>4-A.126 Implement bicycle route improvements that provide strong east-west and north-south connections. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, and routes on Colton Avenue, Orange Street, and Citrus Avenue.</p> <p>4-A.131 Promote pedestrian circulation between the station, homes, schools, and parks, with primary routes along multi-purpose trails (the Orange Blossom and Mill Creek Zanja trails), Citrus Avenue, and University Street.</p> <p>4-A.132 Implement bicycle route improvements that enhance circulation between the station, homes, schools, and parks and provide connections to Downtown. Routes would include the Orange Blossom Trail, the Mill Creek Zanja Trail, and routes on Citrus Avenue, University Street, and Colton Avenue.</p> <p>4-A.134 Improve the I-10 undercrossings at University Street and Citrus Avenue to allow safe and comfortable access for vehicles, pedestrians, and cyclists.</p> <p>Connected City Element <i>Layered, Multi-Modal Network Principles and Actions</i></p> <p>5-P.13 Ensure streets are designed to accommodate bicyclists per the Bicycle Master Plan.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>5-P.14 Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per Figure 5-4.</p> <p>5-A.3 Ensure new street design and potential retrofit opportunities for existing streets minimize traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:</p> <ul style="list-style-type: none"> • Management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate; • Short block lengths, reduced street widths, and/or traffic calming measures; and • Providing pedestrians and bicyclists with options where motorized transportation is prohibited. <p>5-A.4 Consider innovative design solutions to improve mobility, efficiency, connectivity, and safety through the use of traffic calming devices, roundabouts, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, and signal coordination.</p> <p>5-A.5 As part of street redesigns, plan for the needs of different modes – such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, transit amenities, etc.</p> <p>5-A.6 Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-ways or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.</p> <p>5-A.7 Add new streets to create a finer-grained, pedestrian-scaled road network where the roadway network is characterized by particularly long blocks, connecting</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>residential areas to parks and transit village cores. Ensure the street systems in Transit Villages support development of connected and accessible communities.</p> <p>Pedestrian Movement Principles and Actions</p> <p>5-P.16 Provide a safe, direct, and healthful pedestrian environment through means such as providing separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible.</p> <p>5-P.17 Encourage creative walking paths pursuant to City planning codes, local, State, and federal laws.</p> <p>5-P.18 Enhance street lighting for pedestrians where current lighting is inadequate.</p> <p>5-A.17 Continue implementing the Safe Routes to School program, and develop a “Safe Routes to Transit” program, focusing on pedestrian and bicycle safety improvements near local schools and transit stations.</p> <p>5-A.18 Create appropriate enhancements to pedestrian crossings at key locations across minor arterials, boulevards, and collectors with a target of providing pedestrian crossings no further than 600 feet apart in appropriate areas and in accordance with State standards.</p> <p>5-A.19 Provide pedestrian routes between offices, neighborhoods, Downtown, and Transit Villages. Plan for direct connections from the interiors of residential tracts to neighboring parks, schools, retail, and other services using sidewalks, trails, and paseos.</p> <p>5-A.21 Include amenities such as shade trees, transit shelters and other transit amenities, benches, trash and recycling receptacles, bollards, public art, and directional signage that can enhance the pedestrian experience.</p> <p>Bicycle Movement Principles and Actions</p> <p>5-P.19 Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>5-P.20 Develop bike routes that provide access to rail stations, Downtown, schools, parks, the University, employment, and shopping destinations.</p> <p>5-A.22 Use the City's Bicycle Master Plan as the primary resource for planning and implementing bikeway improvements.</p> <p>5-A.23 Implement bicycle and trail improvements that provide strong east-west connections between Transit Villages and in the city's wider bicycle network. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, routes on Colton Avenue and Citrus Avenue, and the San Timoteo Canyon Trail.</p> <p>5-A.24 Implement bicycle and trail improvements that provide strong north-south connections, especially with major east-west trails, including routes on Mountain View Avenue, California Street, Nevada Street, Alabama Street, Texas Street, New York Street, Orange Street, Church Street, and Wabash Avenue.</p> <p>5-A.25 Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.</p> <p>5-A.26 Seek assistance from major employers in providing support facilities to encourage use of bikes for commuter purposes.</p> <p>5-A.27 Incorporate end-of-trip facilities into Transportation Demand Management (TDM) plans at employment sites and public facilities, depending upon distance from bikeways. Provide well-located, secure bike storage facilities at employment sites, shopping and recreational areas, and schools in order to facilitate bike use. Encourage major employers to provide shower and changing facilities or assist in funding bicycle transit centers in nearby locations.</p> <p>5-A.28 Implement bicycle route improvements that provide inter-city and regional connections, connecting to trail systems in Loma Linda, Highland, Yucaipa, San Bernardino, and the Santa Ana River Trail.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>5-A.29 Work with neighboring jurisdictions, the University of Redlands, and major employers to implement bike sharing programs.</p> <p>Vehicular Movement Actions</p> <p>5-A.32 Utilize transportation demand management strategies, non-automotive enhancements (bicycle, pedestrian, transit, train, trails, and connectivity), and traffic signal management techniques as part of a long-term transportation solution and traffic mitigation strategy.</p> <p>5-A.33 Allow for flexibility and creativity in the roadway standards, where appropriate, to preserve historic features, specimen trees and significant landscaping, accommodate turn lanes, parking, wider sidewalks, bike paths, turnouts for buses, public art, and landscaped medians.</p> <p>5-A.41 Establish new boulevards Downtown and in the transit villages that include planted center medians, accommodations for transit, wider sidewalks, and amenities for pedestrians.</p> <p>5-A.47 Plan an integrated network of collector and local streets serving new neighborhoods. Design cul-de-sacs so they have pedestrian/bike connections at the terminus.</p> <p>Transit Principles and Actions</p> <p>5-P.25 Improve public transit as a viable form of transportation in Redlands.</p> <p>5-P.26 Support passenger rail as an alternative mode of regional transit.</p> <p>5-A.54 Work with Omnitrans to accommodate and adjust transfer centers and bus service as necessary to support future rail service.</p> <p>5-A.55 Work with Omnitrans to expand bus service to additional areas of the city and improving north-south connections.</p> <p>5-A.56 Work with Omnitrans to plan for bus shelters, boarding areas, transfer centers, bus pads in the right-of-way, and bus turnouts.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	5-A.57 Incorporate real-time information systems so that passengers will know when their bus or train is expected to arrive. 5-A.58 Support investments in passenger rail by providing effective on-site circulation and multi-modal connections to transit stations. 5-A.59 Develop station area plans to determine the appropriate modes of transportation to be accommodated at each passenger rail station, the inter connections between those modes, and the facilities to be provided to support each mode. 5-A.60 Upon completion of the passenger rail project, work with major employers, the University of Redlands, and major event organizers (such as Redlands Bowl) on a shuttle system to link transit and major destinations. 5-A.61 Continue to collaborate with regional transit partners to achieve seamless transfers between systems, including scheduling, ticketing, and shared fare systems. 5-A.62 Develop strategies to maximize off-peak use of transit. 5-A.63 Coordinate with other agencies and private entities to investigate methods of improving service and enhancing safety along the passenger rail corridor. 5-A.64 Encourage convenient and safe pedestrian linkages to and from transit service to provide better first-mile and last-mile connectivity. 5-A.65 Provide for direct pedestrian paths and access from new developments to the nearest public transportation stop. Transportation Demand Management (TDM) and Parking Principles and Actions 5-P.27 Adopt and implement a Transportation Demand Management Program. 5-A.66 Evaluate and include the following appropriate elements in a Transportation Demand Management (TDM) Program: <ul style="list-style-type: none"> • Telecommuting from home • Telecommuting from a satellite work Center 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> • Compressed work week • Flex time • Ridesharing • Ridesharing subsidy and tax credits • Ridesharing parking cost subsidy • Ridematching and carpooling • Guaranteed ride home • Car hire services • Commuter stores • Car share programs • Bike share programs • On-site facilities for commuters • Remote park-and-ride lots with amenities • Preferential parking for ride sharers • Transit pass programs • Other new and innovate alternatives that may arise in the future <p>5-A.69 Design parking to meet applicable urban design goals from area plans and minimize negative impacts on pedestrians, bicyclists, and transit users.</p> <p>5-A.72 Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.</p> <p>5-A.73 Develop flexible on-site vehicle parking requirements. Such requirements would include implementation of innovative parking techniques, implementing effective TDM programs to reduce parking demand, and consideration of other means to efficiently manage parking supply and demand.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>Healthy Community Element</p> <p>Parks and Recreational Open Space Action</p> <p>7-A.24 Coordinate trail planning with bike route planning in preparation for updates to the Redlands Bicycle Master Plan.</p> <p>Public Health Principles and Actions</p> <p>7-P.17 Achieve more walkable, livable neighborhoods by expanding the multi-modal transportation system and creating a safe, pedestrian-oriented environment.</p> <p>7-A.38 Revise development standards to require pedestrian connections into and inside commercial projects.</p> <p>7-A.39 Install appropriate facilities along streets and at roadway intersections to improve and insure pedestrian safety.</p> <p>7-A.40 Improve signs directing residents and visitors to public parks and recreational facilities from all parts of the community. Integrate parks signage with bikeway and pedestrian-oriented signage systems throughout Redlands.</p> <p>7-A.42 Work with interested community members and organizations to plan and develop a course of exercise circuits that take advantage of existing parks, trails, and other pedestrian infrastructure. The course should be clearly marked, and contain simple stations and diagrams for self-guided training.</p> <p>Air Quality Principles and Actions</p> <p>7-P.47 Cooperate in efforts to expand bus, rail, and other forms of mass transit in the portion of the South Coast Air Basin within San Bernardino County.</p> <p>7-A.146 Promote expansion of all forms of mass transit to the urbanized portions of San Bernardino, Orange, Los Angeles, and Riverside counties. Support public transit providers in efforts to increase funding for transit improvements to supplement other means of travel.</p>	
3.5-4 Development under the Proposed Project would	See proposed energy conservation and mobility-related policies listed above under Impact 3.5-1 and Impact 3.5-3.	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.		
3.6 Geology, Soils, and Seismicity		
3.6-1 Implementation of the Proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides.	<p>Livable Community Element Agriculture, Open Space, and Hillside Principles 4-P.25 Limit development on steep hillsides to preserve the stability and integrity of the slopes and to ensure public safety.</p> <p>Southern Hills and Canyons Principles and Actions 4-P.30 Require that new development adheres to safety standards to protect against property damage, injury, or loss of life from fire or geological hazards. 4-A.63 Design buildings to accommodate topography and minimize grading.</p> <p>Vital Environment Element Water Quality Actions 6-A.37 Require measures during construction and post construction to limit land disturbance activities such as clearing and grading and cut-an-fill; avoid steep sloped, unstable areas, and erosive soils; and minimize disturbance of natural vegetation and other physical or biological features important to preventing erosion or sedimentation. 6-A.40 Require that new development provides landscaping and re-vegetation of graded or disturbed areas with drought-tolerant native or non-invasive plants.</p>	Less than Significant

	<p>Healthy Community Element</p> <p>Seismic and Geologic Hazards Principles and Actions</p> <p>7-P.29 Investigate and mitigate geologic and seismic hazards or locate development away from such hazards, in order to preserve life and protect property.</p> <p>7-P.30 Support implementation of San Bernardino County General Plan policies relating to geologic and seismic hazards in unincorporated areas and consult with the San Bernardino County Geologist where conflicting information exists or where no published information is available.</p> <p>7-A.107 Continue to restrict development within Alquist-Priolo Earthquake Fault Zones and along other active and potentially active faults that have not yet received Alquist-Priolo classification.</p> <p>7-A.108 Refer to the latest fault maps. Consult with the Division of Mines and Geology if there are issues or questions concerning fault alignment. Evaluate and, if necessary, perform site-specific investigation for development proposed on or near Alquist-Priolo Earthquake Fault Zones as well as within 500 feet of other active/potentially active faults.</p> <p>7-A.109 Require areas identified as having significant liquefaction potential (including secondary seismic hazards such as differential compaction, lateral spreading, settlement, rock fall, and landslide) to undergo geotechnical study prior to development and to mitigate the potential hazard to a level of insignificance or, if mitigation is not possible, to preserve these areas as open space or agriculture.</p> <p>7-A.110 Use the building inspection program to inventory and evaluate earthquake hazards in existing buildings, especially buildings with unreinforced masonry (URM), using the most current seismic design standards and hazard reduction measures, and continue the program for the systematic upgrading of seismically unsafe buildings. Continue to explore measures to induce building owners to upgrade and retrofit structures to render them seismically safe.</p> <p>7-A.111 Undertake review of critical facilities that may be vulnerable to major earthquakes, and develop programs to upgrade them.</p>	
--	---	--

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.112 Develop a City-based public awareness/earthquake preparedness program to educate the public about seismic hazards and what to do in the event of an earthquake.</p> <p>7-A.113 Continue to regulate development on slopes greater than 15 percent (15-foot rise in 100 feet run) to minimize soil erosion, landslides, water runoff, flood hazards, loss of habitat, and wildfire hazards. For land exceeding 30 percent slope, limit density to one housing unit per 10 acres or more, or one housing unit per parcel existing on the date of adoption of the General Plan if under 10 acres. Transferring densities from steeper areas to flatter portions of the site is desirable and preferred.</p> <p>7-A.114 For new construction and exterior building expansions including multi-story additions or lateral expansions as deemed appropriate by the City Building Department, require the preparation of a geotechnical/soils/geologic report by a registered civil geotechnical/soils engineer and a certified engineering geologist. This report shall address erodible or expansive and collapsible soils, existing or potential landslides, areas with unsuitable percolation characteristics, large-scale subsidence, non-rippable bedrock areas, ground motion parameters, active/potentially active faulting, liquefaction, and any other geotechnical concepts as appropriate, and make recommendations for mitigating any potential adverse impacts.</p> <p>7-A.116 Adopt revisions of the California Building Code that incorporate the most current seismic design standards and hazard reduction measures recommended by the Applied Technology Council (ATC), the Structural Engineers Association of California (SEAOC), the Earthquake Engineering Research Institute (EERI), the Seismic Safety Commission, and the Southern California Earthquake Center.</p> <p>7-A.117 Use the Local Hazard Mitigation Plan and Emergency Operations Plan to address issues related to seismic hazards, including hazardous materials incidents, hazardous buildings, critical facilities (i.e., schools, hospitals), emergency response preparedness and recovery with consideration to evacuation routes, peak load</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>water supply requirements, and minimum road-width/clearance around structures.</p> <p>Emergency Management Actions 7-A.132 Establish community programs to train volunteers to assist police, fire, and civil defense personnel during and after a major earthquake, fire, flood, or other major disaster.</p>	
<p>3.6-2 Implementation of the Proposed Project would not result in substantial soil erosion or topsoil loss.</p>	<p>Principles 4-P.25 and 4-P.30; and actions 4-A.63, 6-A.37, 6-A.40, 7-A.113, and 7-A.114, as listed under Impact 3.6-1 above; as well as the following policies.</p> <p>Livable Community Element Agriculture, Open Space, and Hillside Actions 4-A.39 Encourage the use of soil and water conservation techniques in agricultural operations.</p> <p>Vital Environment Element Water Quality Actions 6-A.38 Protect and, where feasible, enhance or restore the city's waterways, including zanjas and ditches, preventing erosion along the banks, removing litter and debris, and promoting riparian vegetation and buffers.</p> <p>Healthy Community Element Seismic and Geologic Hazards Actions 7-A.115 Require soil erosion mitigation during construction.</p>	<p>Less than significant</p>
<p>3.6-3 Implementation of the Proposed Project would not locate structures on expansive soils or on a geologic unit or soil that unstable, or that would become unstable as a result of the project, and potentially result in on- or</p>	<p>Principles 4-P.25, 4-P.30, 7-P.29, and 7-P.30; and actions 4-A.63, 6-A.37, 6-A.40, 7-A.107, 7-A.109, 7-A.110, 7-A.113, 7-A.114, 7-A.116, 7-A.117, and 7-A.132, as listed under Impact 3.6-1 above.</p> <p>Actions 4-A.39 and 7-A.115, as listed under Impact 3.6-2 above.</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
off-site landslide, lateral spreading, subsidence, liquefaction or collapse and create substantial risks to life or property.		
3.6-4 Implementation of the Proposed Project would not result in 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.	<p>Healthy Community Element</p> <p>Seismic and Geologic Hazards Actions</p> <p>7-A.118 Require geotechnical studies for development in areas where sewers are not available to ensure that the surrounding soil can support alternative wastewater disposal systems.</p>	Less than significant
3.7 Hazards		
3.7-1 Development under the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	<p>Livable Community Element</p> <p>General Land Use Principles</p> <p>4-P.8 Provide for buffers and transitions between low- and high-intensity land uses.</p> <p>Office, Commercial, and Industrial Principles and Actions</p> <p>4-P.18 Provide lands to accommodate a wide range of office uses to meet the needs of small- and medium-sized businesses and larger corporations in sectors such as professional services, medical services, and technology in appropriate locations convenient to transportation corridors.</p> <p>4-P.19 Provide lands to accommodate a wide range of light industrial uses including research and development, manufacturing, agricultural processing, and logistics near transportation corridors in areas where low- to moderate-intensity operations would be sufficiently buffered.</p> <p>4-P.20 Provide for the concentration of office, industrial, and commercial uses in appropriate locations near transportation corridors to encourage the</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>development of employment centers and reduce the potential for land use conflicts with sensitive uses such as residential and schools. residential uses</p> <p>4-A.27 Provide space for expansion of existing industries and protect them from encroachment by inharmonious uses, but encourage most new industries to locate in the East Valley Corridor where impacts on residential areas will be minimized.</p> <p>4-A.29 Maintain standards for industrial development and operation that prohibit creation of noise, odor, or other harmful emissions beyond the boundaries of the site.</p> <p>East Valley Corridor Actions</p> <p>4-A.52 Improve access and movement of all modes of transportation in the East Valley Corridor and enhance linkages to transit.</p> <p>4-A.56 Create buffers and appropriate transitions between the East Valley Corridor industrial and commercial areas and adjacent residential neighborhoods.</p> <p>Public Safety Principles and Actions</p> <p>4-P.59 Ensure a safe community.</p> <p>4-P.60 Locate police and fire resources where they can best serve the community.</p> <p>4-A.150 Ensure that the Police and Fire departments have modern facilities and equipment needed to perform their duties.</p> <p>4-A.152 Continue to enact mutual aid agreements with neighboring police and fire jurisdictions as well as state agencies.</p> <p>4-A.154 Include the Police and Fire Departments in the review of new developments to provide feedback on building and site design safety.</p> <p>Connected City Element</p> <p>Layered, Multi-Modal Network Principles</p> <p>5-P.1 Maintain a cohesive circulation system through a “layered network” approach promoting complete streets and mobility for all modes while emphasizing specific</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>transportation modes to specific corridors and geographic areas. <i>With its diverse development patterns, history, and terrain, Redlands needs a multi-modal network to meet its future transportation needs. The layered networks approach is a synergistic and cohesive system that considers various transportation modes and the entire network as a whole. Such an approach means each street will accommodate travel modes differently, with specified routes being more appropriate for the different modes.</i></p> <p>5-P.8 Ensure the safety of the transportation network by preventing excessive speeding of vehicular traffic and promoting safe sharing of the network by all transportation modes.</p> <p>Measure U Policies</p> <p>5.30j Design major infrastructure improvements to accommodate regional traffic needs in a manner which discourages traffic flows through residential neighborhoods, encourages traffic flow to existing freeway systems and assures prudent use of federal and local taxpayer dollars.</p> <p>Vehicular Movement Principles</p> <p>5-P.23 Discourage the use of City streets as alternatives to congested regional highways.</p> <p>Freeways Actions</p> <p>5-A.38 Work with State, regional, and federal transportation agencies in the continued improvement of freeways and interchanges within the city.</p> <p>5-A.39 Support improvements to I-10 and I-210 that improve capacity and flow.</p> <p>Collector and Local Streets Actions</p> <p>5-A.44 Discourage through-traffic on local streets.</p> <p>Goods Movement Principles and Actions</p> <p>5-P.28 Prioritize goods movement along specific routes in the city, consistent with the layered network, to foster efficient freight logistics.</p> <p>5-P.29 Update and implement a truck route map to ensure it serves shipping needs in the city while considering potential conflicts with preferred modes and other sensitive land uses in the city, consistent with the layered network.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	5-P.30 Work to improve the efficiency and safety of rail freight through the city. 5-A.73 Focus truck routes on roadways prioritized for automobiles, consistent with the layered network. 5-A.74 Maintain a truck route map and provide signage to direct truck traffic to designated routes. Design designated truck routes such that the pavement, roadway width, and curb return radii support anticipated heavy vehicle use. 5-A.75 Create easily understood truck route maps, potentially through on-line applications, to be distributed by the goods movement industry. 5-A.76 Conduct education programs for the goods movement industry on designated truck routes through the city. 5-A.77 Discourage truck traffic from parking, idling, or traveling through local streets in residential neighborhoods. 5-A.78 Seek to improve rail crossings in the San Timoteo Canyon area, exploring the potential for grade separation of all crossings in the canyon area. Healthy Community Element Other Hazards Principles and Actions 7-P.31 Protect residents from the potential dangers of broken or damaged fuel lines. 7-P.32 Protect residents from the potential dangers of hazardous cargos. 7-A.119 Develop an emergency response plan that adequately addresses the impacts of a broken natural gas or petroleum line in the city, as well as the transportation of hazardous cargo. Coordination is needed between the Police and Fire Departments, Southern California Gas Company and Santa Fe Pacific Pipelines, and the City's emergency response team. 7-A.120 Provide sufficient information to schools, housing, and care facilities for fuel lines that exist or that are to be constructed in the Planning Area.	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
3.7-2 Development under the Proposed Project would not 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.	The proposed General Plan goals and actions listed under Impact 3.7-1 would reduce upset and accident conditions potentially involving the release of hazardous materials into the environment, along with the following policy. Healthy Community Element Other Hazards Actions 7-A.123 Regulate development on sites with known contamination of soil and groundwater to ensure that construction workers, future occupants, the public, and the environment are adequately protected from hazards associated with contamination. Work with State and local agencies to encourage cleanup of such sites.	Less than significant
3.7-3 Development under the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Principles 4-P.8, 4-P.20, and 4-P.21; and actions 4-A.30, 4-A.57, and 7-A.118, as listed under Impact 3.7-1; as well as the following policies. Healthy Community Element Emergency Management Actions 7-A.127 Use the City of Redlands Local Hazard Mitigation Plan as the guide for identifying hazard risks and vulnerabilities, identifying and prioritizing mitigation actions, encouraging the development of local mitigation, and providing technical support for these efforts. Other Hazards Actions 7-A.124 Prohibit the development of projects that would reasonably be anticipated to emit hazardous air emissions or handle extremely hazardous substances within a quarter mile of a school.	Less than significant
3.7-4 Development under the Proposed Project could result in a project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government	The proposed General Plan goals and actions listed in Impact 3.7-1, Impact 3.7-2, and Impact 3.7-3 would also help to reduce the risk of significant hazard to the public or environment from a contaminated site.	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.		
3.7-5 Development under the Proposed Project would not result in a safety hazard for people residing or working within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or public use airport.	<p>Livable Community Element</p> <p>Office, Commercial, and Industrial Actions</p> <p>4-A.28 Reserve space adjacent to the Redlands Airport to allow for maximum development of airport-related industry, developed in accordance with the Airport Land Use Compatibility Plan.</p> <p>Redlands Airport Principles and Actions</p> <p>4-P.55 Maintain compatibility of development with airport operations in the area surrounding the airport.</p> <p>4-A.139 Regulate land uses within safety and noise compatibility zones in accordance with the Airport Land Use Compatibility Plan.</p> <p>4-A.140 Review the Comprehensive Airport Land Use Plan (CALUP) prepared for Redlands Municipal Airport to ensure conformity between the CALUP and the General Plan.</p> <p>4-A.142 Limit land use within the projected CNEL 60 dB contour to agriculture, open space, golf course, and light industry.</p> <p>4-A.143 Require dedication of an aviation easement as a condition of development approval for projects within one mile of the 65 dB CNEL contour. <i>Continuation of this policy alerts buyers to the proximity of the airport and protects the City from possible attempts to limit airport use.</i></p> <p>Healthy Community Element</p> <p>Airport/Aviation Safety Principles and Actions</p> <p>7-P.35 Implement the policies and standards of the Redlands Municipal Airport Land Use Compatibility Plan (ALUCP).</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-P.36 Limit hazards to and from flight operations of the San Bernardino International Airport.</p> <p>7-A.125 Review all projects within the Compatibility Zone Boundaries established by the ALUCP for conformity to the criteria set forth in the Primary Compatibility Criteria Matrix of the ALUCP.</p> <p>7-A.126 Review all projects within the Compatibility Zones established by the San Bernardino International airport for conformity to the criteria set forth in the California Airport Land Use Planning Handbook. Coordinate with the airport on any future revisions to its compatibility standards.</p>	
<p>3.7-6 Development under the Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	<p>Actions 7-A.119 and 7-A.127, as listed above under Impact 3.7-1 and 3.7-3, as well as the following policies.</p> <p>Public Safety Element</p> <p>Southern Hills and Canyons Principles</p> <p>4-P.31 Ensure the provision of public safety services and access for emergency responders for development in the Highland-Canyons Planning Area.</p> <p>Connected City Element</p> <p>Layered, Multi-Modal Network Principles and Actions</p> <p>5-P.7 Minimize emergency vehicle response time and improve emergency access.</p> <p>5-A.15 Maintain access for emergency vehicles and services by providing two means of ingress/egress into new communities, limitations on the length of cul-de-sacs, proper roadway widths and road grades, adequate turning radius, and other requirements per the California Fire Code.</p> <p>Healthy Community Element</p> <p>Fire Hazards Actions</p> <p>7-A.90 Ensure that all new development located in a very high fire hazard severity zone or a State Responsibility Area (SRA) is served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.91 Ensure, where feasible, that essential public facilities are located outside of high fire risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities. If locating such facilities outside of high fire risk areas is not feasible, identify construction methods and other mitigation measures to minimize risks.</p> <p>7-A.96 Ensure that all-weather access is provided for all new development, with adequate clearance for emergency vehicles, designed in accordance with the California Fire Code, and ensure that all roads, streets, and major public buildings are identified in a manner that is clearly visible to fire protection and other emergency vehicles.</p> <p>Seismic and Geologic Hazards Actions</p> <p>7-A.117 Use the Local Hazard Mitigation Plan to address issues related to seismic hazards, including hazardous materials incidents, hazardous buildings, critical facilities (i.e., schools, hospitals), emergency response preparedness and recovery with consideration to evacuation routes, peak load water supply requirements, and minimum road-width/clearance around structures.</p> <p>Emergency Management Principles and Actions</p> <p>7-P.37 Use the City of Redlands Local Hazard Mitigation Plan as the guide for disaster planning in the Redlands Planning Area.</p> <p>7-P.38 Aim for City-level self-sufficiency in emergency response.</p> <p>7-A.128 Continue to update and revise the Local Hazard Mitigation Plan as needed to reflect changes in the Planning Area and in emergency management techniques, including specific local hazards that may not be included in the plan.</p> <p>7-A.129 Maintain and update the City’s Emergency Plan, as required by State law.</p> <p>7-A.130 Maintain ongoing emergency response coordination with surrounding jurisdictions.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.131 Require all City staff to be adequately trained to respond to emergency situations and conduct regular emergency preparedness drills with local organizations including the City's Fire, Police, Quality of Life, Emergency Management and Municipal & Utilities Engineering Department.</p> <p>7-A.132 Establish community programs to train volunteers to assist police, fire, and civil defense personnel during and after a major earthquake, fire, flood, or other major disaster.</p> <p>7-A.133 Develop a public awareness program on the nature and extent of natural hazards in the Planning Area, and ways of minimizing disasters.</p>	
<p>3.7-7 Development under the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</p>	<p>Actions 7-A.90, 7-A.91, 7-A.96, and 7-A.117, as listed above under Impact 3.7-6, as well as the following policies.</p> <p>Livable Community Element Agriculture, Open Space, and Hillside Principles and Actions</p> <p>4-P.25 Limit development on steep hillsides to preserve the stability and integrity of the slopes and to ensure public safety.</p> <p>4-A.42 Encourage the preservation of Hillside Conservation lands as open space, but allow residential development at the permitted densities where development would not detract from the protection and overall perception of the hillsides or negatively impact public safety or welfare.</p> <p>Southern Hills and Canyons Principles and Actions</p> <p>4-P.30 Require that new development adhere to safety standards to protect against property damage, injury, or loss of life from fire or geological hazards.</p> <p>4-P.31 Ensure the provision of public safety services and access for emergency responders for development in the Highland-Canyons Planning Area.</p> <p>4-A.59 Permit the transfer of densities within a specific parcel of property and clustering of residential development to areas under 15 percent slope through the use of Planned Residential Developments (PRDs), Conservation Easements, and Specific Plans.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>4-A.65 Require proposed development within the Live Oak Canyon and San Timoteo Canyon areas that abuts an area of significant natural vegetation be separated from the vegetation by a fuel modification zone with a minimum cross-section of 100 feet and an all-weather access roadway and water supply system having fire flow capacity. The Fire Department may modify this requirement based on site-specific considerations and the use of alternative fire protection measures.</p> <p>Southeast Area Actions</p> <p>4-A.81 Adopt and implement the Perimeter Fuel Modification/ Access Area (PERFUMAA), concept shown in Figure 4-6 concept within each of the Planning Sectors identified in the Southeast Area Plan. The Fire Chief may grant modifications from this concept if effective alternatives are provided.</p> <p>4-A.82 Ensure that fire safety measures required by the City are in place and operational before developments within the Southeast Area Plan are occupied.</p> <p>Connected City Element</p> <p>Layered Multi-Modal Network Principles and Actions</p> <p>5-P.7 Minimize emergency vehicle response time and improve emergency access.</p> <p>5-A.15 Access for emergency vehicles and services shall be maintained by providing two means of ingress/egress into new communities, limitations on the length of cul-de-sacs, proper roadway widths and road grades, adequate turning radius, and other requirements per the California Fire Code.</p> <p>Vital Environment Element</p> <p>Water Quality Actions</p> <p>6-A.36 Require measures during construction and post construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas and erosive soils; and minimize disturbance of natural vegetation and other physical or biological features important to preventing erosion or sedimentation.</p>	

	<p>Healthy Community Element</p> <p><i>Parks and Recreational Open Space Principles</i></p> <p>7-P.12 Create and maintain a system of trails serving both recreational and emergency access needs.</p> <p>Fire Hazards Principles and Actions</p> <p>7-P.28 Work to prevent wildland and urban fire, and protect lives, property, and watersheds from fire dangers.</p> <p>7-A.83 Adhere to the requirements for high fire hazard areas designated by the Redlands Fire Department on the official Roof Classification Zone Map, and as specified in the document on file at the Redlands Fire Department describing High Fire Hazard Area Fire Safety Modification Zones.</p> <p>7-A.84 Maintain and update the high fire hazard areas map consistent with changes in designation by CAL FIRE.</p> <p>7-A.85 Update as needed the City’s High Fire Severity Areas to ensure that the Fire Department is protecting the community from wildland-urban fires as future development takes place.</p> <p>7-A.86 Continue to provide weed abatement services in High Fire Severity Areas in order to curb potential fire hazards.</p> <p>7-A.87 Provide appropriate staffing, equipment, and facilities to maintain an Insurance Service Office (ISO) Rating of 3 or better.</p> <p>7-A.88 Monitor fire-flow capability throughout the Planning Area, and improve water availability and redundancy if any locations have flows considered inadequate for fire protection. Continue to work with various water purveyors to maintain adequate water supply and require on-site water storage for areas where municipal water service is not available.</p> <p>7-A.89 Require adherence to applicable buildings codes and standards in accordance with Fire Hazard Overlay Districts, California Fire Code, and the California Building Code.</p>	
--	---	--

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.92 Continue to inspect and enforce areas within High Fire Severity Areas for fuel modification and fire safe landscaping. Work with property owners to maintain defensible space and provide public awareness of wildland-urban interface hazards. The Fire Department can provide examples of appropriate vegetation management through activities such as updating and maintaining the City's fire safe landscape garden.</p> <p>7-A.93 Require that new development minimizes risks to life and property from fire hazard through:</p> <ul style="list-style-type: none"> • Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.; • Siting and designing development to avoid hazardous locations; • Incorporating fuel modification and brush clearance techniques in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent; • Using appropriate building materials and design features to ensure the minimum amount of required fuel modification; and • Using fire-retardant, native plant species in landscaping. <p>7-A.94 Avoid, where feasible, approving new development in areas subject to high wildfire risk. If avoidance is not feasible, condition such new development on implementation of measures to reduce risks associated with that development.</p> <p>7-A.95 Coordinate with the Redlands Fire Department and other fire prevention agencies to review all applications for new development. The Fire Department's review should ensure compliance with fire safety regulations and assess potential impacts to existing fire protection services and the need for additional and expanded services.</p> <p>7-A.97 Monitor methane gas production at active and inactive landfills and take preventive action if gas production creates a significant fire hazard.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.98 Devise alternative fire protection standards suitable for Rural Living areas not exposed to high wildland fire hazards.</p> <p>7-A.99 Consult the San Bernardino County Fire Safety Overlay Ordinance for possible appropriate implementation measures for development in the foothills area.</p> <p>7-A.100 Require that all projects proposed in areas that are at risk from wildfire adhere to requirements under Redlands Fire Department Prevention Standard “Fire Safety Modification Zones 1 and 2.”</p> <p>7-A.101 Work cooperatively with the San Bernardino County Fire Department, CAL FIRE, and fire protection agencies of neighboring jurisdictions to ensure that all portions of the Planning Area are served and accessible within an effective response time and to address regional wildfire threats.</p> <p>7-A.102 Educate the public about fire prevention. Work with state and other agencies to educate property owners on fire risks and measures to reduce those risks.</p> <p>7-A.103 Work with State, County and local agencies as well as nongovernmental organizations to plan for post-fire recovery in a manner that reduces further losses or damages from future fires.</p> <p>7-A.104 Monitor the status of critical infrastructure after major fire incidents to minimize further damage to the land, community, and residents.</p> <p>7-A.105 Continue to encourage inter-departmental cooperation within the City to identify critical facilities and structures that may be at risk of fire and to develop strategies to eliminate or minimize fire hazards.</p> <p>7-A.106 Expand on the Department’s Community Risk Reduction measures by re-evaluating the risk analysis for the City.</p> <p>Seismic and Geologic Hazards Actions</p> <p>7-A.113 Continue to regulate development on slopes greater than 15 percent (15-foot rise in 100 feet run) to minimize soil erosion, landslides, water runoff, flood hazards, loss of habitat, and wildfire hazards. For land exceeding 30 percent slope, limit density to one housing unit per 10 acres or more, or one housing unit per</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>parcel existing on the date of adoption of the General Plan if under 10 acres. Transferring densities from steeper areas to flatter portions of the site is desirable and preferred.</p> <p>Emergency Management Actions 7-A.82 Investigate and plan for changes in hazard conditions due to climate change. Develop strategies to address changing risks to life and property from flood, drought, fire, and other potential hazards, including those related to monitoring, emergency preparedness, development policies, conservation, and community resilience, and ensure that the City’s hazard information is up to date regarding climate trends.</p>	
3.8 Historical, Archaeological, and Paleontological Resources		
<p>3.8-1 Implementation of the Proposed Project could cause an adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.</p>	<p>Distinctive City Element Cultural Resources Principles 2-P.8 Identify, maintain, protect, and enhance Redlands’ cultural, historic, social, economic, architectural, agricultural, archaeological, and scenic heritage. In so doing, Redlands will preserve its unique character and beauty, foster community pride, conserve the character and architecture of its neighborhoods and commercial and rural areas, enable citizens and visitors to enjoy and learn about local history, and provide a framework for making appropriate physical changes. 2-P.9 Provide incentives to protect, preserve, and maintain the City’s heritage. 2-P.10 Foster an understanding and appreciation of history and architecture. 2-P.11 Encourage retention of the character of existing historic structures and urban design elements that define the built environment of the City’s older neighborhoods. 2-P.12 Encourage retention of historic structures in their original use or reconversion to their original use where feasible. Encourage sensitive, adaptive reuse where the original use is no longer feasible.</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>2-P.14 Coordinate preservation of historic resources with policies designed to preserve neighborhoods and support the affordability of housing in historical structures.</p> <p>2-P.15 Balance the preservation of historic resources with the desire of property owners of historic structures to adopt energy efficient strategies.</p> <p>Cultural Resources Actions</p> <p>2-A.23 Prepare a City of Redlands Historic Context Statement as part of the Certified Local Government Program.</p> <p>2-A.24 Undertake and maintain a comprehensive citywide inventory and assessment of historic resources. Establish and keep current a list of potential historic resources, historic districts, citrus groves, palm rows, and historic scenic areas. The inventory must identify the values of the resources' contribution to the City's historic context. Set up a priority system for designation and proceed with designation.</p> <p>2-A.25 Require any application that would alter or demolish an undesignated and un-surveyed resource over 50 years old to be assessed on the merits of the structure, and to be approved by the Historic and Scenic Preservation Commission.</p> <p>2-A.26 Provide development standards and guidelines to encourage conversion of historic structures to alternative uses without compromising the quality of the neighborhood if preservation of the original use is an economic hardship.</p> <p>2-A.27 Establish guidelines and incentives for appropriate adaptive reuse of historic structures.</p> <p>2-A.28 Develop strategies or guidelines to enhance the public realm and context-sensitive landscapes in the historic and scenic districts.</p> <p>2-A.30 Identify historic design features characteristic of the city and its individual neighborhoods that can be used to establish themes and design guidelines.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>2-A.31 Develop ordinance language and procedures to allow designation of thematic resources.</p> <p>2-A.32 Support a strong and effective Historic and Scenic Preservation Commission as a key element in decisions affecting historic and scenic resources.</p> <p>2-A.33 Ensure that public funds for rehabilitation are not used to the detriment of private or public historic resources.</p> <p>2-A.34 Uphold the designation of the following streets within the city as scenic highways, drives, and historic streets. Special development standards have been adopted by Resolution for these streets. The streets are:</p> <ul style="list-style-type: none"> • Brookside Avenue, from Lakeside Avenue to Eureka Street; • Olive Avenue, from Lakeside Avenue to Cajon Street; • Center Street, from Brookside Avenue to Crescent Avenue; • Highland Avenue, from Serpentine Drive to Cajon Street; • Sunset Drive, from Serpentine Drive to Edgemont Drive; • Cajon Street; • Mariposa Drive, between Halsey and Sunset Drive; and • Dwight Street, between Pepper Street and Mariposa Drive. <p>In addition, consider designating the following roads as scenic drives within the community as neighborhood connectors and recreational routes for drivers and bike riders.</p> <ul style="list-style-type: none"> • Riverview Drive along the Santa Ana River Wash; • Live Oak Canyon Road; • San Timoteo Canyon Road; • Sylvan Boulevard; • Nevada Street, from the Orange Blossom Trail to Barton Road; • Pioneer Avenue, from River Bend Drive to Judson Street; and 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> • Rural roads in Crafton. 	
	2-A.36 Maintain and improve City-owned historic buildings and houses in an architecturally and environmentally sensitive manner.	
	2-A.37 Maintain and improve Redlands' streets, trees, streetlights, parkways, parks, stone curbs, ditches, walls, and citrus groves in a manner that enhances the city's beauty and historic fabric.	
	2-A.38 Use exemplary design quality and sensitivity to surrounding historic structures in new City construction, public works, entry ways, and City signs.	
	2-A.39 Ensure that permanent changes to the exterior or setting of a designated historic resource be done in accordance with the Secretary of the Interior standards for historic properties.	
	2-A.40 Seek creative solutions to the problem of preservation and maintenance of large houses.	
	2-A.41 Encourage appropriate adaptive reuse of historic resources in order to prevent disuse, disrepair, and demolition, taking care to protect surrounding neighborhoods from disruptive intrusions.	
	2-A.42 Should demolition of a designated historic resource occur, endeavor to ensure that a building of equal or greater design quality and/or use of equal or greater benefit to the community be constructed. Require that a report documenting the history of the property and archival-quality drawings and/or photographic records be prepared to document the historic resource.	
	2-A.43 Institute an architectural salvage program to preserve architectural artifacts from buildings that are demolished.	
	2-A.44 Encourage the use of tax credits, donated easements, and other fiscal incentives for preservation.	
	2-A.45 Encourage energy conservation alterations that are compatible with preservation.	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>2-A.46 Encourage preservation, maintenance, enhancement, and reuse of existing buildings in revitalization areas; retention and renovation of existing residential structures; and, if retention on-site is not feasible, relocation of existing residential structures within the City.</p> <p>2-A.47 Encourage the highest maintenance of historic resources by pursuing funding programs to assist people in doing needed repairs by requiring code compliance, encouraging proactive code enforcement, and providing information to homeowners as to how to maintain their property and where to go for assistance and advice.</p> <p>2-A.48 Establish design review guidelines for historic areas to ensure that new architecture will relate to and respect the historical and environmental context.</p> <p>2-A.49 Encourage compatibility of new land uses and new construction adjacent to historical buildings. Encourage construction that is physically and aesthetically complementary to the historic buildings.</p> <p>2-A.50 Encourage historical depictions commemorating historic sites or events in Redlands' history. Such depictions could be incorporated into new commercial or rehab development projects. Historical depictions may be monuments, plaques, archaeological viewing sites, exhibits, or illustrative art works, such as sculpture, mosaics, murals, tile-work, etc.</p> <p>2-A.51 Encourage new construction that ties the new with the old in a harmonious fashion, enhancing the historic pattern.</p> <p>2-A.52 Encourage public participation in the process for evaluating and preserving historic and scenic resources.</p> <p>2-A.53 Encourage citizens to participate in public hearings on designation, Certificates of Appropriateness, and Certificates of Hardship.</p> <p>2-A.54 Encourage citizens to become involved in historic preservation by training them in survey techniques and involving them in the ongoing surveys of historic resources.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>2-A.55 Cooperate with public and private organizations doing preservation work and serve as liaison for such groups.</p> <p>2-A.56 Seek to educate the general public about Redlands' heritage and to educate owners of historic properties about how to rehabilitate and maintain their property.</p> <p>2-A.57 Where inappropriate alterations have been made, endeavor to explain how such alterations detract from the property, how they may be removed, and the economic and cultural benefits of proper restoration.</p> <p>2-A.58 Encourage involvement of Redlands' schools, adult education classes, and the University of Redlands in preservation programs and activities.</p> <p>2-A.59 Continue to work with local newspapers to inform the community of the Historic and Scenic Preservation Commission and other preservation activities.</p> <p>2-A.60 Print informational brochures and develop electronic media explaining the preservation process and preservation techniques to the public.</p> <p>2-A.61 Issue awards and commendations as appropriate to owners of historic and scenic resources who have done particularly admirable rehabilitation and to others who have made special contributions to the preservation effort.</p> <p>2-A.62 Make special efforts to reach out to the business community and to inform its members about Redlands' heritage and the opportunities it presents.</p> <p>2-A.63 Promote Redlands' image, its cultural life, and its outstanding architectural, historic, and scenic resources to attract new business and tourism to the city.</p> <p>2-A.64 Work with civic groups who wish to hold meetings to educate their members about preservation.</p> <p>2-A.65 Support the development of organizations such as the Redlands Historical Museum, the Redlands Area Historical Society, the Redlands Conservancy, and other historical organizations to educate the public and visitors alike about Redlands' history.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	2-A.66 Promote neighborhood preservation and stabilization. 2-A.67 Permit densities, design, and uses that will help preserve the character and amenities of existing older neighborhoods. 2-A.68 Discourage changes in residential areas that would disturb the character or clearly have a destabilizing effect on the neighborhood. 2-A.70 Encourage preservation of historic public and private improvements, such as street curbs, street trees, specimen trees, street lights, hitching posts, masonry walls, unpaved and early paved sidewalks, etc.	
3.8-2 Implementation of the Proposed Project could cause an adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.	<p>Distinctive City Element Cultural Resources Principles and Actions</p> 2-P.17 Protect archaeological and paleontological resources for their aesthetic, scientific, educational, and cultural values. 2-A.71 Using an annually updated Archaeological Resource Sensitivity Map, review proposed development projects to determine whether a site contains known prehistoric or historic cultural resources and/or to determine the potential for discovery of additional cultural resources. 2-A.72 Require that applicants for projects identified by the South Central Coastal Information Center as potentially affecting sensitive resource sites hire a consulting archaeologist to develop an archaeological resource mitigation plan and to monitor the project to ensure that mitigation measures are implemented. 2-A.73 Require that areas found during construction to contain significant historic or prehistoric archaeological artifacts be examined by a qualified consulting archaeologist (RPA certified) or historian for appropriate protection and preservation. 2-A.74 Proactively coordinate with the area’s native tribes in the review and protection of tribal cultural resources at development sites.	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
<p>3.8-3 Implementation of the Proposed Project could cause an 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), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the</p>	<p>Principle 2-P.17 and actions 2-A.71, 2-A.72, 2-A.73, and 2-A.74, as listed under Impact 3.8-2 above.</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
<p>criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>		
<p>3.8-4 Implementation of the Proposed Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p>Principle 2-P.17, as listed under Impact 3.8-2 above; as well as the following policies.</p> <p>Distinctive City Element</p> <p>Cultural Resources Principles</p> <p>2-P.16 Work with local paleontologists to identify significant non-renewable paleontological resources.</p> <p>Archaeological and Paleontological Resources Actions</p> <p>2-A.75 Require, as a standard condition of approval, that project applicants provide an assessment as to whether grading for the Proposed Project would impact underlying soil units or geologic formations that have a moderate to high potential to yield fossiliferous materials, prior to issuance of a grading permit. If the potential for fossil discovery is moderate to high, require applicants to provide a paleontological monitor during rough grading of the project.</p> <p>2-A.76 Establish a procedure for the management of paleontological materials found on-site during a development, including the following provisions:</p> <ul style="list-style-type: none"> • If materials are found on-site during grading, require that work be halted until a qualified professional evaluates the find to determine if it represents a significant paleontological resource. • If the resource is determined to be significant, the paleontologist shall supervise removal of the material and determine the most appropriate archival storage of the material. 	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> Appropriate materials shall be prepared, catalogued, and archived at the applicant's expense and shall be retained within San Bernardino County if feasible. 	
3.8-5 Development allowed by the Proposed Project would have the potential to disturb human remains, including those interred outside of formal cemeteries.	None, however impacts associated with the disturbance of human remains would be less than significant because existing laws and regulations would reduce the potential for encountering human remains and ensure the appropriate disposition of any human remains that are encountered.	Less than significant
3.9 Hydrology and Water Quality		
3.9-1 Development under the Proposed Project would not violate any federal, State, or local water quality standards or waste discharge requirements.	<p>Vital Environment Element</p> <p>Construction Aggregates Principles</p> <p>6-P.16 Ensure that future mining activity in the Santa Ana River Wash area is consistent with the proposed Upper Santa Ana River Land Management Habitat Conservation Plan (Wash Plan).</p> <p>Water Quality Principles and Actions</p> <p>6-P.19 Promote the protection of waterways in Redlands from pollution and degradation as a result of urban activities.</p> <p>6-P.20 Pursue creative, innovative, and environmentally sound methods to capture and use storm water and urban runoff for beneficial purposes.</p> <p>6-A.36 Promote the use of Low Impact Development strategies, BMPs, pervious paving materials, and on-site infiltration for treating and reducing storm water runoff before it reaches the municipal storm water system.</p> <p>6-A.41 Maximize the amount of pervious surfaces in public spaces to permit the percolation of urban runoff.</p> <p>6-A.42 Provide a comprehensive public outreach program to educate residents and local businesses about the importance of storm water pollution prevention.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>6-A.43 Ensure that public areas, including streets and recreational areas, are routinely cleaned of litter, debris, and contaminant residue. Coordinate with and support efforts by other organizations or volunteer groups to promote clean-ups of parks and public open spaces. Require the City, property owners, or homeowners' associations, as applicable, to sweep permitted parking lots and public and private streets frequently to remove debris and contaminated residue.</p> <p>6-A.45 Continue partnerships with other local agencies to implement the Area-Wide Urban Storm Water Runoff Management Program and the Integrated Regional Watershed Management Plan.</p> <p>Seismic and Geological Hazards Actions</p> <p>7-A.113 Continue to regulate development on slopes greater than 15 percent (15-foot rise in 100 feet run) to minimize soil erosion, landslides, water runoff, flood hazards, loss of habitat, and wildfire hazards. For land exceeding 30 percent slope, limit density to one housing unit per 10 acres or more, or one housing unit per parcel existing on the date of adoption of the General Plan if under 10 acres. Transferring densities from steeper areas to flatter portions of the site is desirable and preferred.</p> <p>Sustainable Community Element</p> <p>Waste Reduction and Recycling Actions</p> <p>8-A.32 Mitigate impacts associated with the expansion of existing landfills or development of new landfills to include effects on streets and highways, drainage systems, groundwater, air quality, natural resources, aesthetics, and property maintenance.</p>	
<p>3.9-2 Development under the Proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a</p>	<p>Principle 6-P.20 and actions 6-A.36, 6-A.41, 6-A.42, and 8-A.32, as listed under Impact 3.9-1 above, as well as the following policies.</p> <p>Livable Community Element</p> <p>Agriculture, Open Space, and Hillside Principles</p> <p>4-P.24 Preserve open space land in order to protect the visual character of the city, provide for public outdoor recreation, conserve natural resources, support</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
net deficit in aquifer volume or a lowering of local groundwater tables.	<p>groundwater recharge, and manage production of resources. Limit development in areas that possess a unique character and fragile ecology.</p> <p>Vital Environment Element</p> <p>Water Quality Principles and Actions</p> <p>6-P.21 Work with regional organizations to manage groundwater resources of the Bunker Hill Basin.</p> <p>6-A.35 Update City development standards to improve the capture of runoff and storm water management through innovative green and blue infrastructure solutions such as the use of permeable surfaces, vegetation areas, swales, BMPs, and other methods to recharge of the groundwater basin.</p> <p>Sustainable Community Element</p> <p>Water Conservation Principles and Actions</p> <p>8-P.6 Minimize dependence on imported water through efficient use of local surface sources, using wise groundwater management practices, conservation measures, and the use of reclaimed wastewater and non-potable water for irrigation of landscaping and agriculture, where feasible.</p> <p>8-A.22 Engage with the Santa Ana Watershed Project Authority (SAWPA) in preparation and periodic updating of the Integrated Regional Water Management (IRWM) Plan for surface and groundwater resources. Update the City of Redlands' Water Master Plan, within the structure and guidelines of the IRWM Plan, including an assessment of Redlands' position relative to regional demand and availability of water resources through buildout.</p> <p>8-A.25 Encourage water conservation through the following strategies:</p> <ul style="list-style-type: none"> • Establish water and wastewater rates that encourage conservation and provide for system maintenance. • Update the landscape irrigation ordinance to continue reducing the use of potable water for landscape irrigation to CALGreen requirements. All aspects of landscaping from the selection of plants to soil preparation and 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>the installation of irrigation systems should be designed to reduce water demand, retain runoff, decrease flooding, and recharge groundwater.</p> <ul style="list-style-type: none"> • Establish incentives for use of water efficient fixtures and fittings. • Expand the current landscaping ordinance for parking lots (Section 18.168.210 of the Municipal Code) to encourage the use of drought tolerant species. • Promote the use of permeable surfaces for hardscape. Impervious surfaces such as driveways, streets, and parking lots should be minimized so that land is available to absorb stormwater, reduce polluted urban runoff, recharge groundwater, and reduce flooding. • Incorporate water holding areas such as creek beds, recessed athletic fields, ponds, cisterns, and other features that serve to recharge groundwater, reduce runoff, improve water quality, and decrease flooding into the urban landscape. 	
<p>3.9-3 Development under the Proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or by increasing the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.</p>	<p>Principles 6-P.16 and 6-P.19, and actions 6-A.36, 6-A.41, and 6-A.45, as listed under Impact 3.9-1 above, as well as the following policies.</p> <p>Prosperous Economy Element</p> <p>Measure U Actions</p> <p>I.A.50 Principle Five: Preservation of San Timoteo Canyon as a water conservation, recreational, equestrian and wildlife refuge resource for residents of the City of Redlands is essential to the health, safety, and general welfare of the community. Development in this area shall only occur in a manner that preserves the area in as natural a state as possible, whether such development is for residential, commercial or flood control purposes.</p> <p>Livable Community Element</p> <p>Southern Hills and Canyons Actions</p> <p>4-A.63 Design buildings to accommodate topography and minimize grading.</p>	<p>Less than significant</p>

	<p>Vital Environment Element</p> <p>Biological Resources Principles and Actions</p> <p>6-P.9 Preserve, protect, and enhance wildlife corridors, including natural watercourses, 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.</p> <p>6-A.12 Require that proposed projects adjacent to, surrounding, or containing wetlands, riparian corridors, or wildlife corridors be subject to a site-specific analysis that will determine the appropriate size and configuration of a buffer zone.</p> <p>6-A.15 Enhance the Mill Creek Zanja and Morey Arroyo and tributary drainages as riparian corridors, where feasible, to provide habitat as well as recreational and aesthetic value consistent with an overall master plan for habitat preservation.</p> <p>6-A.19 Continue participation in regional planning efforts to protect habitat and environmentally sensitive species, including efforts by the City of Yucaipa on habitat preservation along Yucaipa Creek and in Live Oak Canyon throughout its length.</p> <p>Water Quality Actions</p> <p>6-A.37 Require measures during construction and post construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas, and erosive soils; and minimize disturbance of natural vegetation and other physical or biological features important to preventing erosion or sedimentation.</p> <p>6-A.38 Protect and, where feasible, enhance or restore the city’s waterways, including zanjias and ditches, preventing erosion along the banks, removing litter and debris, and promoting riparian vegetation and buffers.</p> <p>6-A.40 Require that new development provides landscaping and re-vegetation of graded or disturbed areas with drought-tolerant native or non-invasive plants.</p> <p>Healthy Community Element</p> <p>Safety Actions</p> <p>7-A.77 Seek funding to implement the improvements detailed in the Drainage Master Plan.</p>	
--	---	--

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.78 Use the Drainage Master Plan to implement improvements to the drainage system in order to address flooding impacts. Where feasible, use “green initiatives” identified in the Master Plan to install site infiltration basins and bioretention facilities in places where they may be most effective.</p> <p>7-A.80 Coordinate with the USACE and San Bernardino County throughout the construction, mitigation, and operation of the various components/projects that make up the “Santa Ana River Mainstem Project” that will directly affect the Planning Area. These projects include the following: The Seven Oaks Dam, the improvement to the Mill Creek levees (completed), and the planned improvements along the three reaches of the San Timoteo Creek Project.</p>	
<p>3.9-4 Development under the Proposed Project would not create or contribute runoff that would exceed the capacity of existing or planned storm drain systems, or that would provide substantial additional sources of polluted runoff.</p>	<p>Principle 6-P.20 and actions 6-A.36, 6-A.41, 6-A.42, 6-A.45, and 7-A.113, as listed under Impact 3.9-1 above.</p> <p>Action 6-A.35, as listed under Impact 3.9-2 above.</p> <p>Actions 7-A.77 and 7-A.78, as listed under Impact 3.9-3 above, as well as the following policies</p> <p>Vital Environment Element</p> <p>Water Quality Actions</p> <p>6-A.39 Encourage development that reflects an integrated approach to building design, civil engineering, and landscape architecture that maximizes rainwater harvesting and storm water retention for landscape irrigation.</p> <p>6-A.44 Ensure that post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate. Dry weather runoff from new development must not exceed the pre-development baseline flow rate to receiving waterbodies.</p> <p>Healthy Community Element</p> <p>Safety Actions</p> <p>7-A.76 Reduce the flooding impact of a storm event by enhancing the city’s green infrastructure system to complement its grey infrastructure throughout the watershed.</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>Sustainable Community Element</p> <p>Energy Efficiency and Conservation Actions</p> <p>8-A.10 Integrate trees and shade into the built environment, to mitigate issues such as stormwater runoff and the urban heat island effect.</p>	
3.9-5 Development under the Proposed Project would not otherwise substantially degrade water quality.	Principle 6-P.16 and 6-P.19; and actions 6-A.36, 6-A.41, 6-A.42, 6-A.43, 6-A.45, 7-A.113, and 8-A.23, as listed under Impact 3.9-1 above.	Less than significant
3.9-6 Development under the Proposed Project would not place housing within a 100-year flood hazard area on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	<p>Healthy Community Element</p> <p>Safety Principle & Action</p> <p>7-P.26 Preserve as open space those areas that cannot be mitigated for flood hazard.</p> <p>7-A.74 Continue participation in the National Flood Insurance Program (NFIP) and the Community Rating System to ensure that the City is incentivized to reduce the risk of damage from flooding and improve flood preparedness.</p> <p>7-A.81 Work with FEMA to ensure that the City's flood plain information is up-to-date with the latest available hydrologic and hydraulic engineering data.</p>	Less than significant
3.9-7 Development under the Proposed Project would not place within a 100-year flood hazard area structures which would impede or redirect flood waters.	Principle 7-P.26 and Actions 7-A.74 and 7-A.81, as listed under Impact 3.9-6 above.	Less than significant
3.9-8 Development under the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including	<p>Action 7-A.113, as listed under Impact 3.9-1 above.</p> <p>Actions 7-A.77, 7-A.78, and 7-A.80, as listed under Impact 3.9-3 above.</p> <p>Action 7-A.76, as listed under Impact 3.9-4 above.</p> <p>Principle 7-P.26, and actions 7-A.74 and 7-A.81, as listed under Impact 3.9.6 above, as well as the following policies.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
<p>flooding as a result of the failure of a levee or dam.</p>	<p>Distinctive City Element Vibrant Downtown Actions 2.A-92 Provide public improvements for traffic and pedestrian circulation, flood control, utility services, and aesthetic amenities that will attract new private investment and economic development.</p> <p>Healthy Community Element Safety Principles and Actions 7-P.25 Protect lives and property and ensure that structures proposed for sites located on flood plains subject to the 100-year flood are provided adequate protection from floods.</p> <p>7-A.75 Consider the impacts to health and safety from potential flooding on future development in flood-prone areas, including Downtown Redlands. Ensure that new development follows appropriate design standards.</p> <p>7-A.79 In the event of failure of the Seven Oaks or Bear Valley dams, implement emergency measures consistent with the City’s Local Hazard Mitigation Plan and Emergency Operations Plan.</p> <p>7-A.82 Investigate and plan for increased flooding hazards due to climate change. Develop strategies to adapt to changing flood hazard conditions, including those related to monitoring, emergency preparedness, vegetation management, and development policies, and ensure that the City’s hazard information is up to date regarding climate trends.</p> <p>Emergency Management Actions 7-A.132 Establish community programs to train volunteers to assist police, fire, and civil defense personnel during and after a major earthquake, fire, flood, or other major disaster.</p>	
<p>3.9-9 Development under the Proposed Project would not expose people or structures to inundation by</p>	<p>Action 7-A.113, as listed under Impact 3.9-1 above. Actions 4-A.63, 7-A.77 and 7-A.78, as listed under Impact 3.9-3 above. Action 7-A.76, as listed under Impact 3.9-4 above.</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
seiche, tsunami, or mudflow.	Principle 7-P.26, and actions 7-A.74 and 7-A.81, as listed under Impact 3.9-6 above. Actions 2.A-92 and 7-A.132, as listed under Impact 3.9-8 above.	
3.10 Land Use and Housing		
3.10-1 The Proposed Project would not physically divide an established community.	<p>Distinctive City Element</p> <p>Small Town Feeling & Community Cohesion Principles & Actions</p> <p>2-P.3 Promote planning practices that mitigate the presence of physical barriers between communities (i.e. freeways) and foster greater connections between neighborhoods and uses.</p> <p>2-A.4 Maintain continuity in streetscape design along major streets and avenues that traverse north and south – California, Nevada, Alabama, Tennessee, Orange, Church, University, Judson, and Wabash.</p> <p>2-A.5 Develop new roadway connections, pedestrian paths, and bicycle routes that facilitate transportation in the north-south direction traversing the I-10 freeway.</p> <p>2-A.6 Improve and make more efficient traffic flow for all modes of transportation along corridors that link north/south thoroughfares through techniques such as signal timing, additional lanes, sidewalks, bike paths, and other improvements.</p> <p>2-A.7 Establish north-south trail linkages—including the Mountain View Trail, California Street, the Heritage Trail, the Lugonia Trail, and Church Street—to major east-west trails including the Santa Ana River Trail, the Orange Blossom Trail, and the planned San Timoteo Canyon Trail.</p> <p>2-A.14 Maintain continuity in land uses across barriers such as I-10.</p> <p>2-A.15 Through development standards, ensure smooth transitions for neighborhoods that border one another so that neighborhoods maintain their unique qualities while being compatible with one another.</p> <p>2-A.18 Use transit stations as focal points for interconnectivity, plan to equally serve travelers from north and south.</p>	No impact

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>2-A.19 Establish meeting areas in new neighborhoods, and ensure a safe and secure environment.</p> <p>Vibrant Downtown Actions</p> <p>2-A.101 Improve connections from Downtown to adjacent neighborhoods, including areas north of I-10, through streetscape enhancement and multi-modal improvements.</p> <p>Livable Community Element</p> <p>Transit Villages Principles</p> <p>4-P.42 Foster a connected, accessible, and active community by creating attractively designed pedestrian- and transit-oriented villages with a mix of uses in a compact area.</p> <p>4-P.47 Improve connectivity between Transit Villages and existing neighborhoods.</p> <p>Healthy Community Element</p> <p>Parks and Recreational Open Space Actions</p> <p>7-A.13 Identify the needs of special user groups, such as the disabled and elderly, low-income individuals, and underserved and at-risk youth, and address these in park and recreation facility development.</p> <p>7-A.14 Seek any available State and federal grant assistance in implementing the parks and open space proposals of the General Plan.</p> <p>7-A.26 Partner with non-profit organizations such as the Redlands Conservancy and Crafton Hills Conservancy to assist in developing and managing the trails system and providing community outreach and education.</p> <p>7-A.27 Seek grants and alternative funding mechanisms for trail development and maintenance.</p> <p>7-A.29 Review new development proposals for compliance with the Trails Plan and provide for right- of-way dedication and improvement/development of trails.</p> <p>7-A.33 Design and install wayfinding signs for trails and scenic routes.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	7-A.34 Coordinate trail planning with other regional plans to ensure connectivity and access to the regional trail system.	
3.10-2 The Proposed Project would be consistent with applicable land use plans, policies, or regulations of an agency with jurisdiction over projects in the Planning Area adopted for the purpose of avoiding or mitigating an environmental effect.	<p>Livable Community Element</p> <p>Growth Management Principles and Actions</p> <p>4-P.1 Promote a balanced rate and distribution of development and uses pursuant to the standards identified in Measure U and compatible with the fabric of the existing community.</p> <p>4-A.4 Coordinate with San Bernardino County to ensure that land use designations and development standards in unincorporated portions of the Planning Area are consistent with those set forth in the Redlands General Plan.</p> <p>Redlands Airport Actions</p> <p>4-A.137 Utilize the Redlands Municipal Airport Master Plan in planning for the growth and expansion of the airport and facilities.</p> <p>4-A.139 Regulate land uses within safety and noise compatibility zones in accordance with the Airport Land Use Compatibility Plan.</p> <p>4-A.140 Review the Comprehensive Airport Land Use Plan (CALUP) prepared for Redlands Municipal Airport to ensure conformity between the CALUP and the General Plan.</p> <p>Vital Environment Element</p> <p>Agriculture and Open Space for Resource Production Principles and Actions</p> <p>6-P.16 Ensure that future mining activity in the Santa Ana River Wash area is consistent with the Upper Santa Ana River Land Management Habitat Conservation Plan (Wash Plan).</p> <p>6-P.17 Ensure that adequate aggregate reserves for local and regional needs are available in accordance with the Wash Plan.</p> <p>6-A.31 Designate mineral resources (mining) area as identified in the Wash Plan.</p>	No impact

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>Healthy Community Element</p> <p>Safety Principles and Actions</p> <p>7-P.30 Support implementation of San Bernardino County General Plan policies relating to geologic and seismic hazards in unincorporated areas and consult with the San Bernardino County Geologist where conflicting information exists or where no published information is available.</p> <p>7-P.35 Implement the policies and standards of the Redlands Municipal Airport Land Use Compatibility Plan (ALUCP).</p> <p>7-A.125 Review all projects within the Compatibility Zone Boundaries established by the ALUCP for conformity to the criteria set forth in the Primary Compatibility Criteria Matrix of the ALUCP.</p> <p>7-A.142 For projects within the Redlands Municipal Airport Influence Area, utilize the noise standards contained in the Redlands Municipal Airport ALUCP, as well as the noise standards contained in this element.</p>	
3.10-3 The Proposed Project would not displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere.	<p>Livable Community Element</p> <p>Growth Management Principles</p> <p>4-P.2 Provide for the expansion of housing and employment opportunities while ensuring that a high quality of life is maintained in Redlands.</p> <p>Land Use Principles</p> <p>4-P.16 Promote a variety of housing types to serve the diverse needs of the community.</p>	Less than significant
3.11 Mineral Resources		
3.11-1 The Proposed Project would allow the availability of a known mineral resource that would be of value to the region and the residents of the state.	<p>Livable Community Element</p> <p>Land Use Principles</p> <p>4-P.24 Preserve open space land in order to protect the visual character of the city, provide for public outdoor recreation, conserve natural resources, support groundwater recharge, and manage production of resources. Limit development in areas that possess a unique character and fragile ecology.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>Vital Environment Element</p> <p><i>Agriculture and Open Space for Resource Production Principles and Actions</i></p> <p>6-P.16 Ensure that future mining activity in the Santa Ana River Wash area is consistent with the Upper Santa Ana River Land Management Habitat Conservation Plan (Wash Plan).</p> <p>6-P.17 Ensure that adequate aggregate reserves for local and regional needs are available in accordance with the Wash Plan.</p> <p>6-P.18 Reserve designated Mineral Resource Zone (MRZ) areas outside the Santa Ana River Wash for agricultural or open space uses.</p> <p>6-A.31 Designate mineral resource (mining) areas as identified in the Wash Plan.</p> <p>6-A.32 Apply zoning regulations in designated Regionally Significant Construction Aggregate Resource Areas allowing aggregate extraction as a conditional use and prohibiting land uses incompatible with mining operations.</p>	
3.11-2 The Proposed Project would allow the availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.	The proposed General Plan goals and policies listed under Impact 3.11-1 above.	No impact
3.12 Noise		
3.12-1 Implementation of the Proposed Project would not expose persons to or generate noise levels in excess of the noise standards established in the proposed General Plan Noise Element or	<p>Healthy Community Element</p> <p><i>Noise Principles</i></p> <p>7-P.39 Support measures to reduce noise emissions by motor vehicles, aircraft, and trains.</p> <p>7-P.40 Protect public health and welfare by eliminating existing noise problems where feasible and by preventing significant degradation of the future acoustic environment.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
applicable standards of other agencies	<p>7-P.41 Ensure that new development is compatible with the noise environment by continuing to use potential noise exposure as a criterion in land use planning.</p> <p>7-P.42 Guide the location and design of transportation facilities, industrial uses, and other potential noise generators to minimize the effects of noise on adjacent land uses.</p> <p>Land Use and Noise Compatibility Actions</p> <p>7-A.135 Use the noise and land use compatibility matrix (Table 7-10) and Future Noise Contours map (Figures 7-9) as criteria to determine the acceptability of a given land use, including the improvement/construction of streets, railroads, freeways, and highways. Do not permit new noise-sensitive uses—including schools, hospitals, places of worship, and homes—where noise levels are “normally unacceptable” or higher, if alternative locations are available for the uses in the city.</p> <p>7-A.136 Require a noise analysis be conducted for all development proposals located where projected noise exposure would be other than “clearly” or “normally compatible” as specified in Table 7-10.</p> <p>7-A.137 For all projects that have noise exposure levels that exceed the standards in Table 7-10, require site planning and architecture to incorporate noise-attenuating features. With mitigation, development should meet the allowable outdoor and indoor noise exposure standards in Table 7-11. When a building’s openings to the exterior are required to be closed to meet the interior noise standard, mechanical ventilation shall be provided.</p> <p>7-A.138 Continue to maintain performance standards in the Municipal code to ensure that noise generated by proposed projects is compatible with surrounding land uses.</p> <p>Railroad Noise Actions</p> <p>7-A.139 Work with SANBAG and other agencies to ensure that the Redlands Rail project incorporates mitigation to minimize potential impacts to the surrounding noise-sensitive uses once the final design is complete.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.140 Coordinate with other agencies and private entities to implement a railroad quiet zone and other methods of reducing railroad noise impacts on surrounding uses along the Redlands Rail project and Southern Pacific Railroad.</p> <p>7-A.141 Require all future developments within the city that fall within the required noise screening distances, as specified in the Federal Transit Authority (FTA) Noise and Vibration Manual, of the Union Pacific railroad in San Timoteo Canyon to conduct a detailed noise analysis.</p> <p>Measure U Policies</p> <p>9.0e Use the criteria specified in GP Table 9.1 [Table 7-10] to assess the compatibility of proposed land uses with the projected noise environment, and apply the noise standards in Table GP Table 9.2 [Table 7-11], which prescribe interior and exterior noise standards in relation to specific land uses. Do not approve projects that would not comply with the standards in GP Table 9.2 [Table 7-1].</p> <p>9.0f Require a noise impact evaluation based on noise measurements at the site for all projects in Noise Referral Zones (B, C, or D) as shown on GP Table 9.1 [Table 7-10] and on Figure 9.1 [Figure 7-9] or as determined from tables in the Appendix, as part of the project review process. Should measurements indicate that unacceptable noise levels will be created or experienced, require mitigation measures based on a detailed technical study prepared by a qualified acoustical engineer (i.e., a Registered Professional Engineer in the State of California with a minimum of three years of experience in acoustics).</p> <p>9.0g Consider establishing a periodic noise monitoring program to identify progress in achieving noise abatement objectives and to perform necessary updating of the Noise Element and community noise standards.</p> <p>9.0h Minimize potential transportation noise through proper design of street circulation, coordination of routing, and other traffic control measures.</p> <p>9.0i Require construction of barriers to mitigate sound emissions where necessary or where feasible, and encourage use of walls and berms to protect residential or</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>other noise sensitive land uses that are adjacent to major roads, commercial, or industrial areas.</p> <p>9.oj Require the inclusion of noise mitigation measures in the design of new roadway projects.</p> <p>9.0k Ensure the effective enforcement of City, State and federal noise levels by all appropriate City departments.</p> <p>9.0l Adopt and enforce a new Community Noise Ordinance to mitigate noise conflicts between adjacent land uses, to ensure that City residents are not exposed to excessive noise levels from existing and new stationary noise sources, and to educate the public regarding noise issues.</p> <p>9.om Designate one agency or department in the City to act as the noise control coordinator, to ensure the continued operation of the City’s noise enforcement efforts, and to establish and maintain coordination among the City agencies involved in noise abatement.</p> <p>9.on Ensure the effective enforcement of City, State, and federal noise levels by all appropriate City departments, and provide quick response to complaints and rapid abatement of noise nuisances within the scope of the City’s police power.</p> <p>9.oo Establish noise guidelines for City purchasing policy to take advantage of federal regulations and labeling requirements.</p> <p>9.op Coordinate with the California Occupational Safety and Health Administration (Cal OSHA) to provide information on and enforcement of occupational noise requirements within the City.</p> <p>9.oq Provide for continued evaluation of truck movements in the City to provide effective separation from residential or other noise sensitive land uses.</p> <p>9.or Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Redlands Police Department.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>9.0s Require mitigation to ensure that indoor noise levels for residential living spaces not exceed 45 dB LDN/CNEL due to the combined effect of all exterior noise sources.</p> <p>9.ot Require proposed commercial projects near existing residential land use to demonstrate compliance with the Community Noise Ordinance prior to approval of the project.</p> <p>9.ou Require all new residential projects or replacement dwellings to be constructed near existing sources of non-transportation noise (including but not limited to commercial facilities or public parks with sports activities) to demonstrate via an acoustical study conducted by a Registered Engineer that the indoor noise levels will be consistent with the limits contained in the Community Noise Ordinance.</p> <p>9.ow Limit hours for all construction or demolition work where site-related noise is audible beyond the site boundary.</p> <p>9.ox Work with Caltrans to establish sound walls along freeways where appropriate.</p> <p>9.oy Minimize impacts of loud trucks by requiring that maximum noise levels due to single events be controlled to 50 dB in bedrooms and 55 dB in other habitable spaces.</p>	
3.12-2 Implementation of the Proposed Project would not expose people to or generate excessive groundborne vibration or groundborne noise levels.	None	Less than significant
3.12-3 The development of the Proposed Project would result in a permanent, temporary, or periodic increase in ambient noise levels above levels existing	<p>Principles and actions under Impact 3.12-1, as well as the following policy:</p> <p>Healthy Community Element</p> <p>Measure U Policies</p> <p>9.ov Consider the following impacts as possibly “significant”:</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
without the Proposed Project.	<ul style="list-style-type: none"> An increase in exposure of four or more dB if the resulting noise level would exceed that described as clearly compatible for the affected land use, as established GP Table 9.1 [Table 7-10] and GP Table 9.2 [Table 7-11]; Any increase of six dB or more, due to the potential for adverse community response. 	
3.12-4 The Proposed Project would not result in a project that exposes people residing or working in the project area to excessive noise levels due to the project's location within an airport land use plan noise impact area.	<p>Healthy Community Element</p> <p>Noise Principles</p> <p>7-P.43 Ensure long-term compatibility between the Redlands Municipal Airport and surrounding land uses.</p> <p>Airport Noise Actions</p> <p>7-A.142 For projects within the Redlands Municipal Airport Influence Area, utilize the noise standards contained in the Redlands Municipal Airport ALUCP, as well as the noise standards contained in this element.</p> <p>7-A.143 Periodically update the noise contours at the airport or upon a major change in airport flight patterns.</p> <p>Measure U Policies</p> <p>9.0z Coordinate with the San Bernardino International Airport Authority to minimize potential noise impacts to the City of Redlands which may result from overflights as specific airport operations and flight patterns are established.</p>	Less than significant
3.13 Public Facilities and Services		
3.13-1 Implementation of the Proposed Project would have the potential to cause adverse environmental effects or the physical deterioration of existing neighborhood, community, or regional parks, or other	<p>Livable Community Element</p> <p>Public Facilities Principles and Actions</p> <p>4-P.56 Ensure that public facilities and services are provided in a timely manner to adequately serve new and existing development.</p> <p>4-P.57 Provide for the equitable distribution of public facilities and amenities, such as sidewalks, street lighting, and parks throughout Redlands.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
recreational facility as a result of increased use of or construction/expansion of such facilities.	<p>4-A.145 Coordinate future development with the City’s Capital Improvement Program to ensure adequate funding and planning for needed public services and facilities.</p> <p>4-A.146 Encourage the development of programs that enable concurrent provision of necessary public services and facilities prior to the approval of development projects that would require those services.</p> <p>4-A.148 Ensure that all utilities and public facilities are designed and constructed to preserve and enhance the perceived natural and historic character of the area, particularly on hillsides and in the canyon areas.</p> <p>Vital Environment Element</p> <p>Water Quality Actions</p> <p>6-A.37 Require measures during construction and post construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas and erosive soils; and minimize disturbance of natural vegetation and other physical biological features important to preventing erosion or sedimentation.</p> <p>6-A.40 Require that new development provides landscaping and re-vegetation of graded or disturbed areas with drought-tolerant native or non-invasive plants.</p> <p>Healthy Community Element</p> <p>Parks and Recreational Open Space Principles and Actions</p> <p>7-P.4 Create and maintain a high quality, diversified park system that enhances Redlands’ unique attributes.</p> <p>7-P.5 Provide parkland for a comprehensive range of active recreational needs, including sports fields and facilities, playgrounds, and open spaces for passive recreation per a Parks and Recreation Master Plan.</p> <p>7-P.6 Enhance the presence of recreational opportunities in the city and increase park use by selecting new, highly accessible locations for parks.</p> <p>7-P.7 Continue cooperative efforts with the Redlands Unified School District through joint use agreements for park and recreational facilities. Locate new</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>neighborhood parks in conjunction with elementary or middle schools wherever feasible.</p> <p>7-P.8 Minimize substitution of private recreation facilities for developer fee payment or park dedication to ensure that a public park system will be permanently available to the entire community.</p> <p>7-P.9 Review park standards periodically to determine whether needs are being satisfied and how long-term costs will be met.</p> <p>7-P.10 Equitably share the cost of parkland creation and maintenance between existing and new residents, businesses, and property owners.</p> <p>7-P.11 Maximize the availability of recreational facilities and activities throughout the city.</p> <p>7-P.13 Complete the Emerald Necklace system of scenic routes and trails, including the Orange Blossom Trail, Zanja Trail, Santa Ana River Trail, San Timoteo Trail, and other trails linking parks, regional trails, and open space areas.</p> <p>7-P.14 Ensure that the trails in the Emerald Necklace meet the needs of joggers, cyclists, and equestrian riders, as well as users of all ages and abilities seeking to enjoy the city's open spaces.</p> <p>7-P.15 Work with landowners to develop, acquire, and maintain the trail system.</p> <p>7-A.1 Develop and maintain a Parks and Recreation Master Plan.</p> <p>7-A.2 Conduct an assessment of park and recreational assets, identify community needs and preferences (for both active and passive recreation), identify underserved locations, monitor park usage, and develop a plan for new park locations, programs, and funding.</p> <p>7-A.3 Provide 5 acres of park area for each 1,000 Planning Area residents, and additional parkland for specialized, and low-use park acreage.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.4 Provide all residential areas with a neighborhood/community park (of 8 or more acres where available) where suitable land is available at acceptable cost.</p> <p>7-A.5 Provide parkland in areas where population increase is expected (such as Transit Villages), partner with the school district to improve access to recreational facilities for nearby residents in parkland-deficient neighborhoods, and eventually site parkland within convenient distance of youth in the schools.</p> <p>7-A.6 Utilize under-used sites in commercial/industrial areas, such as SCE right-of-way, easements, and orange groves, to provide recreational areas for employees working in those areas.</p> <p>7-A.7 Consider access, park service levels, and facilities meeting the needs of the community's diverse population in long-range park planning, especially in areas targeted for infill and new development.</p> <p>7-A.8 Calculate park fees to enable purchase of acreage and provision of off-site improvements for 5 acres of parkland per 1,000 residents added.</p> <p>7-A.9 Periodically review the parkland dedication formula to stay current with demographic information and market values.</p> <p>7-A.10 Routinely review the adequacy of available funds for park improvements, including impact fees.</p> <p>7-A.11 Continue annual review of five-year plan recommendations by the Parks and Recreation Commission for needs and available funding mechanisms.</p> <p>7-A.12 Use available techniques, such as working with non-profit land trusts, to minimize acquisition costs.</p> <p>7-A.13 Identify the needs of special user groups, such as the disabled and elderly, low-income individuals, and underserved and at-risk youth, and address these in park and recreation facility development.</p> <p>7-A.14 Seek any available State and federal grant assistance in implementing the parks and open space proposals of the General Plan.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	7-A.15 Investigate methods for improving access to private parks.	
	7-A.16 Continue the dedication of land along the Santa Ana bluff for a continuous linear park to be used as picnic and scenic area, and trail.	
	7-A.17 Encourage the development through acquisition and/or dedication of a linear park along the Zanja and the railroad right-of-way.	
	7-A.18 Strive to ensure that all areas of the community have an equal distribution of recreational facilities to maximize access and activities.	
	7-A.19 Seek partnerships with schools and private entities to provide more recreational opportunities for citizens.	
	7-A.20 Evaluate and consider expanding after-school recreation programs.	
	7-A.21 Require that the recreational needs of children and adults, including seniors and dependent adults, be addressed in development plans.	
	7-A.22 Consider retrofitting older parks with opportunities for additional parking and access.	
	7-A.23 Use the Multi-Use Trails Map ([proposed General Plan] Figure 7-2) for designation and general location of local and regional trails within the Planning Area.	
	7-A.24 Coordinate trail planning with bike route planning in preparation for updates to the Redlands Bicycle Master Plan.	
	7-A.25 Establish agreement with public agencies and private entities for development and maintenance of trails in rights-of-way and utility corridors.	
	7-A.26 Partner with non-profit organizations such as the Redlands Conservancy and Crafton Hills Conservancy to assist in developing and managing the trails system and providing community outreach and education.	
	7-A.27 Seek grants and alternative funding mechanisms for trail development and maintenance.	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.28 Refer park projects to the Parks and Recreation Commission for review and recommendations of trails.</p> <p>7-A.29 Review new development proposals for compliance with the Trails Plan and provide for right- of-way dedication and improvement/development of trails.</p> <p>7-A.30 Install recreational amenities such as rest areas, benches, water facilities, and hitching posts to be incorporated into trails.</p> <p>7-A.31 Locate trail rights-of-way with concern for safety, privacy, convenience, preservation of natural vegetation and topography, and impact on neighboring properties, and work with landowners on development proposals to incorporate and provide for a continuous multi-use trail system.</p> <p>7-A.32 Expand street landscape standards to include trail landscape standards.</p> <p>7-A.33 Design and install wayfinding signs for trails and scenic routes.</p> <p>7-A.34 Coordinate trail planning with other regional plans to ensure connectivity and access to the regional trail system.</p> <p><i>Air Quality Principles</i></p> <p>7-A.149 Ensure that construction and grading projects minimize short-term impacts to air quality.</p> <ul style="list-style-type: none"> • Require grading projects to provide a storm water pollution prevention plan (SWPPP) in compliance with City requirements, which include standards for best management practices (BMPs) that control pollutants from dust generated by construction activities and those related to vehicle and equipment cleaning, fueling, and maintenance; • Require grading projects to undertake measures to minimize mono-nitrogen oxides (NOx) emissions from vehicle and equipment operations; and • Monitor all construction to ensure that proper steps are implemented. 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>Sustainable Community Element</p> <p>Energy Efficiency and Conservation Actions</p> <p>8-A.9 Encourage the use of construction, roofing materials, and paving surfaces with solar reflectance and thermal emittance values per the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects.</p> <p>8-A.17 Set goals consistent with the State’s Long-Term Energy Efficiency Strategic Plan. Design and implement programs and incentives to meet these goals in both private and public sector construction.</p> <ul style="list-style-type: none"> • All new residential construction in California will be zero net energy by 2020. • All new commercial construction in California will be zero net energy by 2030. • The heating, ventilation, and air conditioning (HVAC) industry will be improved to ensure optimal equipment performance; and all eligible low-income homes will be energy efficient by 2020. <p>Green Building and Landscape Actions</p> <p>8-A.39 Continue implementation and enforcement of the California Building and Energy codes to promote energy efficient building design and construction.</p> <p>8-A.40 Promote the Leadership in Energy and Environmental Design (LEED) certification program for the design, operation, and construction of high-performance green buildings.</p>	
3.13-2 Implementation of the Proposed Project would have the potential to cause adverse physical or other environmental impacts associated with the provision of or need for	<p>Principle 4-P.56 and actions 4-A.145, 4-A.146, 4-A.148, 6-A.37, 6-A.40, 7-A.149, 8-A.9, 8-A.17, 8-A.39, and 8-A.40, as listed under Impact 3.13-1 above; as well as the following policies.</p> <p>Livable Community Element</p> <p>Education Principles and Actions</p> <p>4-P.62 Locate and design schools as contributors to neighborhood identity and pride.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
<p>construction of new or physically altered school facilities in order to maintain acceptable service standards.</p>	<p>4-A.156 Maintain a continuous exchange of information between the City, the University of Redlands, the Redlands Unified School District, and community colleges on school needs and candidate sites.</p> <p>4-A.157 Continue to assist Redlands Unified School District on enrollment projections.</p> <p>4-A.158 Encourage joint use of school facilities for neighborhood recreation.</p> <p>4-A.159 Plan for adjoining school/park sites where both facilities are needed to serve the same area and space is available.</p>	
<p>3.13-3 Implementation of the Proposed Project would have the potential to cause adverse physical or other environmental impacts associated with the provision of or need for construction of new or physically altered library facilities in order to maintain acceptable service standards.</p>	<p>Principle 4-P.56 and 4-P.57, and actions 4-A.145, 4-A.146, 4-A.148, 6-A.37, 6-A.40, 7-A.149, 8-A.9, 8-A.17, 8-A.39, and 8-A.40, as listed under Impact 3.13-1 above.</p>	<p>Less than significant</p>
<p>3.13-4 Implementation of the Proposed Project would have the potential to cause adverse physical or other environmental impacts associated with the provision of or need for construction of new or physically altered police and fire facilities in order</p>	<p>Principle 4-P.56 and 4-P.57, and actions 4-A.145, 4-A.146, 4-A.148, 6-A.37, 6-A.40, 7-A.149, 8-A.9, 8-A.17, 8-A.39, and 8-A.40, as listed under Impact 3.13-1 above; as well as the following policies.</p> <p>Livable Community Element</p> <p>Public Safety Principles and Actions</p> <p>4-P.59 Ensure a safe community.</p> <p>4-P.60 Locate police and fire resources where they can best serve the community.</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
to maintain acceptable service standards.	<p>4-P.61 Support community partnership and community based policing strategies to enhance the relationship between the Redlands Police Department and neighborhoods throughout the city.</p> <p>4-A.150 Ensure that the Police and Fire departments have modern facilities and equipment needed to perform their duties.</p> <p>4-A.151 Support and expand neighborhood watch organizations to assist the police in deterring crime.</p> <p>4-A.152 Continue to enact mutual aid agreements with neighboring police and fire jurisdictions as well as State agencies.</p> <p>4-A.153 Encourage the use of police substations throughout the city to increase the police presence in the neighborhoods.</p> <p>4-A.154 Include the Police and Fire Departments in the review of new developments to provide feedback on building and site design safety.</p> <p>Healthy Community Element Public Health Principles and Actions</p> <p>7-P.23 Use planning and environmental design tools to deter crime, increase respect for neighbors and property, and improve the public perception of safety throughout the community.</p> <p>7-P.24 Encourage a sense of ownership, community pride and civic respect as a means of improving the safety and image of the city.</p> <p>7-A.68 Incorporate Crime Prevention through Environmental Design principles and best practices into the Zoning Ordinance and project review procedures for new development and major renovations. Guidelines and checklists should include concepts such as:</p> <ul style="list-style-type: none"> Natural Surveillance, e.g. orient buildings and windows to provide maximum surveillance of exterior areas, and locate entryways such that they are visible to adjacent neighbors or passersby; 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> • Natural Access Control, e.g. use landscaping such as low hedges and flowerbeds to identify points of entry and movement on property, and use signage and symbolic barriers to direct vehicular and pedestrian traffic; • Natural Territorial Reinforcement, e.g. use thorny or thick plant materials in perimeter landscape areas to discourage cutting through parking areas and rear yards, trampling vegetation, approaching ground floor windows, or climbing fences and walls; • Maintenance, e.g. make it easier to maintain property by recommending graffiti-resistant surface materials, vandal-proof lighting, and landscaping selected for durability and easy maintenance; and • Shared Facilities, e.g. promote activity in public areas throughout the day by coordinating shared uses of facilities (parking lots, parks, sports fields). Enforce property maintenance and environmental design regulations for businesses, especially “corner stores,” including regulations for alcohol and tobacco advertisements. Assist storeowners in identifying low-cost solutions to maintenance issues and provide financial assistance to qualifying businesses. Continue to enforce provisions in the municipal code to manage alcoholic beverage sales locations and hold storeowners accountable for litter, graffiti, assault, prostitution, or other public nuisance connected to their stores. 	
	7-A.69 Ensure that Redlands has minimum illumination standards for streetlights and, if necessary, update the standards to reflect best practices for safety lighting.	
	7-A.70 Continue community policing and relationship-building programs, including educational and mentoring initiatives with schools and the community center.	
	7-A.71 Continue to involve residents in neighborhood improvement efforts, including those concerning safety, neighborhood character, planning, and revitalization.	
	7-A.72 Enhance the aesthetics and quality of the housing stock and remove blight by implementing policies and programs identified in the Housing Element.	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.73 Improve the sense of safety within Downtown, including the Redlands Mall area.</p> <p>Safety Principles and Actions</p> <p>7-P.28 Work to prevent wildland and urban fire, and protect lives, property, and watersheds from fire dangers.</p> <p>7-A.83 Adhere to the requirements for high fire hazard areas designated by the Redlands Fire Department on the official Roof Classification Zone Map, and as specified in the document on file at the Redlands Fire Department describing High Fire Hazard Area Fire Safety Modification Zones.</p> <p>7-A.84 Maintain and update the high fire hazard areas map consistent with changes in designation by CAL FIRE.</p> <p>7-A.85 Update as needed the City’s High Fire Severity Areas to ensure that the Fire Department is protecting the community from wildland-urban fires as future development takes place.</p> <p>7-A.86 Continue to provide weed abatement services in High Fire Severity Areas in order to curb potential fire hazards.</p> <p>7-A.87 Provide appropriate staffing, equipment, and facilities to maintain an Insurance Service Office (ISO) Rating of 3 or better.</p> <p>7-A.88 Monitor fire-flow capability throughout the Planning Area, and improve water availability and redundancy if any locations have flows considered inadequate for fire protection. Continue to work with various water purveyors to maintain adequate water supply and require on-site water storage for areas where municipal water service is not available.</p> <p>7-A.89 Require adherence to applicable buildings codes and standards in accordance with Fire Hazard Overlay Districts, California Fire Code, and the California Building Code.</p> <p>7-A.90 Ensure that all new development located in a very high fire hazard severity zone or a State Responsibility Area (SRA) is served by adequate infrastructure,</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.</p> <p>7-A.91 Ensure, where feasible, that essential public facilities are located outside of high fire risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities. If locating such facilities outside of high fire risk areas is not feasible, identify construction methods and other mitigation measures to minimize risks.</p> <p>7-A.92 Continue to inspect and enforce areas within High Fire Severity Areas for fuel modification and fire safe landscaping. Work with property owners to maintain defensible space and provide public awareness of wildland-urban interface hazards. <i>The Fire Department can provide examples of appropriate vegetation management through activities such as updating and maintaining the City's fire safe landscape garden.</i></p> <p>7-A.93 Require that new development minimizes risks to life and property from fire hazard through:</p> <ul style="list-style-type: none"> • Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.; • Siting and designing development to avoid hazardous locations; • Incorporating fuel modification and brush clearance techniques in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent; • Using appropriate building materials and design features to ensure the minimum amount of required fuel modification; and • Using fire-retardant, native plant species in landscaping. <p>7-A.94 Avoid, where feasible, approving new development in areas subject to high wildfire risk. If avoidance is not feasible, condition such new development on implementation of measures to reduce risks associated with that development.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.95 Coordinate with the Redlands Fire Department and other fire prevention agencies to review all applications for new development. The Fire Department's review should ensure compliance with fire safety regulations and assess potential impacts to existing fire protection services and the need for additional and expanded services.</p> <p>7-A.96 Ensure that all-weather access is provided for all new development, with adequate clearance for emergency vehicles, designed in accordance with the California Fire Code, and ensure that all roads, streets, and major public buildings are identified in a manner that is clearly visible to fire protection and other emergency vehicles.</p> <p>7-A.97 Monitor methane gas production at active and inactive landfills and take preventive action if gas production creates a significant fire hazard.</p> <p>7-A.98 Devise alternative fire protection standards suitable for Rural Living areas not exposed to high wildland fire hazards.</p> <p>7-A.99 Consult the San Bernardino County Fire Safety Overlay Ordinance for possible appropriate implementation measures for development in the foothills area.</p> <p>7-A.100 Require that all projects proposed in areas that are at risk from wildfire adhere to requirements under Redlands Fire Department Prevention Standard "Fire Safety Modification Zones 1 and 2."</p> <p>7-A.101 Work cooperatively with the San Bernardino County Fire Department, CAL FIRE, and fire protection agencies of neighboring jurisdictions to ensure that all portions of the Planning Area are served and accessible within an effective response time and to address regional wildfire threats.</p> <p>7-A.102 Educate the public about fire prevention. Work with State and other agencies to educate property owners on fire risks and measures to reduce those risks.</p> <p>7-A.103 Work with State, County and local agencies as well as nongovernmental organizations to plan for post-fire recovery in a manner that reduces further losses or damages from future fires.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>7-A.104 Monitor the status of critical infrastructure after major fire incidents to minimize further damage to the land, community, and residents.</p> <p>7-A.105 Continue to encourage inter-departmental cooperation within the City to identify critical facilities and structures that may be at risk of fire and to develop strategies to eliminate or minimize fire hazards.</p> <p>7-A.106 Expand on the Department’s Community Risk Reduction measures by re-evaluating the risk analysis for the City.</p>	
3.13-5 Implementation of the Proposed Project would have the potential to cause adverse physical or other environmental impacts associated with the provision of or need for construction of new or physically altered city administrative facilities in order to maintain acceptable service standards.	Principle 4-P.56 and 4-P.57, and actions 4-A.145, 4-A.146, 4-A.148, 6-A.37, 6-A.40, 7-A.149, 8-A.9, 8-A.17, 8-A.39, and 8-A.40, as listed under Impact 3.13-1 above.	Less than significant
3.14 Public Utilities and Infrastructure		
3.14-1 Development under the Proposed Project could exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	<p>Livable Community Element</p> <p>Public Facilities Principles and Actions</p> <p>4-P.56 Ensure that public facilities and services are provided in a timely manner to adequately serve new and existing development.</p> <p>4-A.145 Coordinate future development with the City’s Capital Improvement Program to ensure adequate funding and planning for needed public services and facilities.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>4-A.146 Encourage the development of programs that enable concurrent provision of necessary public services and facilities prior to the approval of development projects that would require those services.</p> <p>4-A.148 Ensure that all utilities and public facilities are designed and constructed to preserve and enhance the perceived natural and historic character of the area, particularly on hillsides and in the canyon areas.</p>	
<p>3.14-2 Development under the Proposed Project would not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>Policy 4-P.56 and Actions 4-A.145, 4-A.146, and 4-A.148, listed above under Impact 3.14-1 above, as well as the following policies.</p> <p>Livable Community Element Agriculture, Open Space, and Hillsides Actions 4-A.39 Encourage the use of soil and water conservation techniques in agricultural operations.</p> <p>Vital Environment Element Water Quality Actions 6-A.40 Require measures during construction and post construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas, and erosive soils; and minimize disturbance of natural vegetation and other physical or biological features important to preventing erosion or sedimentation.</p> <p>Healthy Community Element Air Quality Principles 7-A.149 Ensure that construction and grading projects minimize short-term impacts to air quality.</p> <p>a. Require grading projects to provide a storm water pollution prevention plan (SWPPP) in compliance with City requirements, which include standards for best management practices (BMPs) that control pollutants from dust generated by construction activities and those related to vehicle and equipment cleaning, fueling, and maintenance;</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> b. Require grading projects to undertake measures to minimize mono-nitrogen oxides (NOx) emissions from vehicle and equipment operations; and c. Monitor all construction to ensure that proper steps are implemented. <p>Sustainable Community Element Water Conservation Principles and Actions</p> <p>8-P.4 Promote residential and commercial water conservation using multiple strategies.</p> <p>8-P.5 Conserve the highest quality of water reasonably available for domestic use.</p> <p>8-P.6 Minimize dependence on imported water through efficient use of local surface sources, using wise groundwater management practices, conservation measures, and the use of reclaimed wastewater and non-potable water for irrigation of landscaping and agriculture, where feasible.</p> <p>8-A.22 Engage with the Santa Ana Watershed Project Authority (SAWPA) in preparation and periodic updating of the Integrated Regional Water Management (IRWM) Plan for surface and groundwater resources. Update the City of Redlands' Water Master Plan, within the structure and guidelines of the IRWM Plan, including an assessment of Redlands' position relative to regional demand and availability of water resources through buildout.</p> <p>8-A.23 Work with the SAWPA, Bear Valley Mutual Water Company, San Bernardino Valley Municipal Water District, and Western Heights Water Company to educate the public and implement water conservation measures. Update the Redlands' Water Conservation Plan, Ordinance No. 2151, to reflect current best practices for water conservation.</p> <p>8-A.24 Participate in regional efforts to clean up the Bunker Hill Groundwater Basin and maintain high water quality going forward so that it can be used to its full potential.</p> <p>8-A.25 Encourage water conservation through the following strategies:</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> • Establish water and wastewater rates that encourage conservation and provide for system maintenance. • Update the landscape irrigation ordinance to continue reducing the use of potable water for landscape irrigation to CALGreen requirements. All aspects of landscaping from the selection of plants to soil preparation and the installation of irrigation systems should be designed to reduce water demand, retain runoff, decrease flooding, and recharge groundwater. • Establish incentives for use of water efficient fixtures and fittings. • Expand the current landscaping ordinance for parking lots (Section 18.168.210 of the Municipal Code) to encourage the use of drought tolerant species. • Promote the use of permeable surfaces for hardscape. Impervious surfaces such as driveways, streets, and parking lots should be minimized so that land is available to absorb stormwater, reduce polluted urban runoff, recharge groundwater, and reduce flooding. • Incorporate water holding areas such as creek beds, recessed athletic fields, ponds, cisterns, and other features that serve to recharge groundwater, reduce runoff, improve water quality, and decrease flooding into the urban landscape. <p>8-A.26 Implement the following programs to increase the use of reclaimed and other non-potable water and decrease the use of potable water for irrigation:</p> <ul style="list-style-type: none"> • Conduct rainfall runoff capture and other system research and pilot studies; • Develop guidebooks for irrigation Best Management Practices (BMPs) and other systems; • Update ordinances to allow for the use of reclaimed water for landscape irrigation; • Update ordinances to allow for use of various greywater sources for use as subsurface landscape irrigation per California Plumbing Code. 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<ul style="list-style-type: none"> • Require inclusion of dual plumbing that allows greywater from showers, sinks, and washers to be reused for landscape irrigation in the infrastructure of new development where appropriate. <p>8-A.28 Permit greywater use for irrigation, and adopt ordinance or other measures allowing for expanded use of graywater as permitted by the California Plumbing Code.</p> <p>8-A.29 Reduce consumption of carbon-based fuels for conveyance and treatment of water and wastewater.</p>	
3.14-3 Development under the Proposed Project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	<p>Proposed General Plan principles and actions listed in Impact 3.14-1 above, as well as the following policies.</p> <p>Vital Environment Element</p> <p>Water Quality Principles and Actions</p> <p>6-P.19 Promote the protection of waterways in Redlands from pollution and degradation as a result of urban activities.</p> <p>6-P.20 Pursue creative, innovative, and environmentally sound methods to capture and use stormwater and urban runoff for beneficial purposes.</p> <p>6-P.21 Work with regional organizations to manage groundwater resources of the Bunker Hill Basin.</p> <p>6-A.35 Update City development standards to improve the capture of runoff and stormwater management through innovative green and blue infrastructure solutions such as the use of permeable surfaces, vegetation areas, swales, BMPs, and other methods to recharge of the groundwater basin.</p> <p>6-A.36 Promote the use of Low Impact Development strategies, BMPs, pervious paving materials, and on-site infiltration for treating and reducing stormwater runoff before it reaches the municipal stormwater system.</p> <p>6-A.37 Require measures during construction and post construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas and erosive soils; and minimize disturbance of natural</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>vegetation and other physical or biological features important to preventing erosion or sedimentation.</p> <p>6-A.38 Protect and, where feasible, enhance or restore the city’s waterways, including zanjas and ditches, preventing erosion along the banks, removing litter and debris, and promoting riparian vegetation and buffers.</p> <p>6-A.39 Encourage development that reflects an integrated approach to building design, civil engineering, and landscape architecture that maximizes rainwater harvesting and stormwater retention for landscape irrigation.</p> <p>6-A.40 Require that new development provides landscaping and re-vegetation of graded or disturbed areas with drought-tolerant native or non-invasive plants.</p> <p>6-A.41 Maximize the amount of pervious surfaces in public spaces to permit the percolation of urban runoff.</p> <p>6-A.42 Provide a comprehensive public outreach program to educate residents and local businesses about the importance of stormwater pollution prevention.</p> <p>6-A.43 Ensure that public areas, including streets and recreational areas, are routinely cleaned of litter, debris, and contaminant residue. Coordinate with and support efforts by other organizations or volunteer groups to promote clean-ups of parks and public open spaces. Require the City, property owners, or homeowners associations, as applicable, to sweep permitted parking lots and public and private streets frequently to remove debris and contaminated residue.</p> <p>6-A.44 Ensure that post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate. Dry weather runoff from new development must not exceed the pre-development baseline flow rate to receiving waterbodies.</p> <p>6-A.45 Continue partnerships with other local agencies to implement the Area-Wide Urban Storm Water Runoff Management Program and the Integrated Regional Watershed Management Plan.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
<p>3.14-4 Development under the Proposed Project would not have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements.</p>	<p>Action 4-A.39; Principles 8-P.4, 8-P.5, and 8-P.6; and Actions 8-A.22 through 8-A.29 as listed under impact 3.14-2 above.</p> <p>Principles 6-P.20 and 6-P.21, and Actions 6-A.38, 6-A.39, and 6-A.40 as listed under impact 3.14-3 above, as well as the following policies.</p> <p>Livable Community Element</p> <p>Agriculture, Open Space, and Hillside Principles</p> <p>4-P.24 Preserve open space land in order to protect the visual character of the city, provide for public outdoor recreation, conserve natural resources, support groundwater recharge, and manage production of resources. Limit development in areas that possess a unique character and fragile ecology.</p> <p>Safety Element</p> <p>Hydrological Hazards</p> <p>7-P.27 Support a multi-use concept of flood plains, flood-related facilities, and waterways, including, where appropriate, the following uses:</p> <ul style="list-style-type: none"> • Flood control; • Groundwater recharge; • Mineral extraction; • Open space; • Nature study; • Habitat preservation; • Pedestrian, equestrian, and bicycle circulation; and • Outdoor sports and recreation. <p>Sustainable Community Element</p> <p>Energy Efficiency and Conservation Actions</p> <p>8-A.16 Complete a comprehensive review of City codes and standards for applicability for energy and water efficiency/conservation measures and make changes to modify them accordingly.</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
3.14-5 Development under the Proposed Project would not result in a determination by the wastewater treatment provider which serves or may serve Redlands that it has inadequate capacity to serve the proposed General Plan's projected demand in addition to the provider's existing commitments.	Principle 4-P.56; Actions 4-A.145, 4-A.146, and 4-A.148, as listed under impact 3.14-1 above. Action 4-A.39; Principles 8-P.4, 8-P.5, and 8-P.6; and Actions 8-A.22 through 8-A.29, as listed under impact 3.14-2 above.	Less than significant
3.14-6 Development under the Proposed Project could be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	<p>Sustainable Community Element</p> <p>Waste Reduction and Recycling Principles and Actions</p> <p>8-P.7 Reduce the generation of solid waste, including household hazardous waste, and recycle those materials that are used, to slow the filling of local and regional landfills.</p> <p>8-A.30 Meet the State's policy goal that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by the year 2020; and reduce landfill disposal of household hazardous waste as much as feasibly possible.</p> <p>8-A.31 Develop programs to divert food waste and other biodegradable waste to composting facilities rather than disposing of them in the landfill.</p> <p>8-A.32 Mitigate impacts associated with the expansion of existing landfills or development of new landfills to include effects on streets and highways, drainage systems, groundwater, air quality, natural resources, aesthetics, and property maintenance.</p> <p>8-A.33 Improve commercial recycling diversion rates (including those for multi-unit housing) through education, including electronic and mailing campaigns, and</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>partnerships with large employers, organizations, and institutions such as University of Redlands.</p> <p>8-A.34 Work with private industry to encourage the reduction and reuse of construction and demolition materials through deconstruction and other methods.</p> <p>8-A.35 Invest in new infrastructure and technology and partnerships that contribute to increased waste diversion and capture/reuse of methane gas emissions from the landfill.</p> <p>8-A.36 Work with public and private entities to generate creative new opportunities that use solid waste as a resource.</p> <p>8-A.37 Promote design in new development that incorporates space for recycling containers and other waste diversion facilities.</p> <p>8-A.38 Explore the potential to generate energy using biomethane from the City’s landfill and wastewater treatment plant.</p> <p>Green Building and Landscapes Policies</p> <p>8-A.42 Adopt a construction and demolition waste recycling ordinance that requires, except in unusual circumstances, all construction, demolition and renovation projects that meet a certain size or dollar value to divert from landfills 100 percent of all cement concrete and asphalt concrete, and an average of at least 75 percent of all remaining non-hazardous debris.</p>	
3.14-7 Development under the Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste.	Principle 8-P.7; Actions 8-A.30 through 8-A.38; and Action 8-A.42 as listed under Impact 3.14-6 above.	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
3.15 Transportation		
<p>3.15-1 Implementation of the Proposed Project could result in conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</p>	<p>Livable Community Element</p> <p>Measure U Policies</p> <p>4.62b Provide sufficient roadway and intersection capacities to maintain a minimum Level of Service (LOS) C except as provided in policy 5.20b. In areas where the current level of service is below the LOS C standard, provide sufficient roadway and intersection capacities to maintain, at a minimum the LOS existing as of the time an application for development is filed and to assure that the level of service is not degraded to reduced LOS as provided in Section 5.20b.</p> <p>Connected City Element</p> <p>Layered, Multi-Modal Network Principles</p> <p>5-P.2 Use the layered network approach to identify, schedule, and implement roadway improvements as development occurs in the future, and as a standard against which to evaluate future development and roadway improvement plans.</p> <p>5-P.3 Review the layered network with neighboring jurisdictions and seek agreement on actions needing coordination.</p> <p>5-P.5 Manage the city’s transportation system to minimize traffic congestion, improve flow, and improve air quality.</p> <p>5-P.10 Require developers to construct or pay their fair share toward improvements for all travel modes consistent with the layered network.</p> <p>Measure U Policies</p> <p>5.20a Maintain LOS C or better as the standard at all intersections presently at LOS C or better.</p> <p>5.20b Within the area identified in GP Figure 5-1, including that unincorporated County area identified on GP Figure 5-1 as the “donut hole”, maintain LOS C or better; however, accept a reduced LOS on a case by case basis upon approval by a four-fifths (4/5ths) vote of the total authorized membership of the City Council.</p>	<p>Significant and unavoidable</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>5.20c Where the current level of service at a location within the City of Redlands is below the Level of Service (LOS) C standard, no development project shall be approved that cannot be mitigated so that it does not reduce the existing level of service at that location except as provided in Section 5.20b.</p> <p>5.20f If monitoring of conditions at intersections within the East Valley Corridor Specific Plan area and intersections affected by EVC development indicates that peak hour LOS will drop below the standards set by Policies 5.20a, 5.20b, 5.20c revise the EVC Specific Plan. Revisions necessary may include additional roadway improvements, mandated higher TDM (Travel Demand Management, See Section 5.40) reductions in single-occupant vehicle trip share, reduction of intensity of development, or changes in use of undeveloped sites.</p> <p>Projected buildout for the EVC is 2028 vs. 2010 for the rest of the Planning Area. Travel habits may change significantly during this period, but project reviews for compliance with the General Plan must not assume changes that may be beyond the ability of the City to implement.</p> <p><i>Vehicular Movement and Standards for Traffic Service Principles and Actions</i></p> <p>5-P.21 Reduce vehicular congestion to portions of the layered network in the city's neighborhoods and neighborhood retail areas to the greatest extent feasible.</p> <p>5-P.23 Discourage the use of City streets as alternatives to congested regional highways.</p> <p>5-P.24 Review and coordinate circulation requirements with Caltrans as it pertains to the freeways and state highways.</p> <p>5-A.30 Monitor traffic service levels and strive to implement roadway improvements prior to deterioration in levels of service below the stated standard.</p> <p>5-A.32 Utilize transportation demand management strategies, non-automotive enhancements (bicycle, pedestrian, transit, train, trails, and connectivity), and traffic signal management techniques as part of a long-term transportation solution and traffic mitigation strategy.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>5-A.34 Encourage the use of car share and car hire services within Redlands to provide vehicular transportation alternatives.</p> <p>5-A.38 Work with San Bernardino County, the City of San Bernardino, and Caltrans, where appropriate, to implement all intersection and roadway improvements as shown in Table 5-5 and Figure 5-4.</p> <p>Freeways Actions</p> <p>5-A.39 Work with State, regional, and federal transportation agencies in the continued improvement of freeways and interchanges within the city.</p> <p>5-A.40 Support improvements to I-10 and I-210 that improve capacity and flow.</p> <p>Boulevards and Arterials Actions</p> <p>5-A.42 Provide adequate capacity on boulevards and arterials to meet LOS standards, and to avoid traffic diversion to local streets or freeways.</p> <p>5-A.43 Locate high traffic-generating uses so that they have direct access or immediate secondary access to arterials or boulevards.</p> <p>5-A.44 Maximize the carrying capacity of arterials and boulevards by controlling the number of driveways and intersections, limiting residential access where applicable, and requiring sufficient on-site parking to meet the needs of proposed projects. <i>Additional guidelines for arterial and boulevard access include providing smooth ingress/egress to fronting development. This entails designing parking areas so that traffic does not stack up on the arterial roadway, combining driveways to serve small parcels, and maintaining adequate distance between driveways and intersections to permit efficient traffic merges. Implementation of these guidelines is especially important along Alabama Street, San Bernardino Avenue, and Redlands Boulevard.</i></p> <p>Collector and Local Streets Actions</p> <p>5-A.45 Discourage through-traffic on local streets.</p> <p>5-A.46 Avoid adding traffic to collector and local streets carrying volumes above capacity, and consider traffic control measures where volumes exceed the standard and perceived nuisance is severe.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	5-A.48 Provide for a network of collectors in the northwest areas to minimize traffic levels on San Bernardino Avenue, Lugonia Avenue, and Orange and Texas Streets.	
3.15-2 Adoption of the Proposed Project would conflict with an applicable congestion management program (CMP) including, but not limited to level of service standards and travel demand measures, or standards established by the county congestion management agency for designated roads or highways.	The proposed General Plan principles and actions as listed in Impact 3.15-1 above.	Significant and unavoidable
3.15-3 Adoption and implementation of the Proposed Project would not modify the planning or operations of Redlands Municipal Airport, San Bernardino International Airport, or Ontario International Airport, or introduce land use patterns that may cause substantial safety risks to or from air operations.	<p>Livable Community Element</p> <p>Office, Commercial, and Industrial Actions</p> <p>4-A.28 Reserve space adjacent to the Redlands Municipal Airport to allow for maximum development of airport-related industry, developed in accordance with the Airport Land Use Compatibility Plan.</p> <p>Redlands Airport Principles and Actions</p> <p>4-P.55 Maintain compatibility of development with airport operations in the area surrounding the airport.</p> <p>4-A.140 Review the Comprehensive Airport Land Use Plan (CALUP) prepared for Redlands Municipal Airport to ensure conformity between the CALUP and the General Plan.</p> <p>4-A.143 Require dedication of an aviation easement as a condition of development approval for projects within one mile of the 65 dB CNEL contour. <i>Continuation of</i></p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p><i>this policy alerts buyers to the proximity of the airport and protects the City from possible attempts to limit airport use.</i></p> <p>Healthy Community Element <i>Airport/Aviation Safety Principles and Actions</i> 7-P.35 Implement the policies and standards of the Redlands Municipal Airport Land Use Compatibility Plan (ALUCP). 7-P.36 Limit hazards to and from flight operations of the San Bernardino International Airport. 7-A.124 Review all projects within the Compatibility Zones established by the San Bernardino International airport for conformity to the criteria set forth in the California Airport Land Use Planning Handbook. Coordinate with the airport on any future revisions to its compatibility standards. 7-A.125 Review all projects within the Compatibility Zone Boundaries established by the ALUCP for conformity to the criteria set forth in the Primary Compatibility Criteria Matrix of the ALUCP.</p>	
3.15-4 Adoption and implementation of the Proposed Plan would not substantially increase hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).	<p>Connected City Element <i>Layered, Multi-Modal Network Principles and Actions</i> 5-P.1 Maintain a cohesive circulation system through a “layered network” approach promoting complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geographic areas. <i>With its diverse development patterns, history, and terrain, Redlands needs a multi-modal network to meet its future transportation needs. The layered network approach is a synergistic and cohesive system that considers various transportation modes and the entire network as a whole. Such an approach means each street will accommodate travel modes differently, with specified routes being more appropriate for different modes.</i> 5-P.4 Support transportation infrastructure improvements such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.</p>	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>5-P.8 Ensure the safety of the transportation network by preventing excessive speeding of vehicular traffic and promoting safe sharing of the network by all transportation modes.</p> <p>5-P.11 Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes and safety is improved.</p> <p>5-P.14 Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per Figure 5-4. <i>Example: automobiles are prioritized along major freeways and arterials, transit and walking are prioritized near rail stations and Downtown, and a variety of modes are evaluated and considered for appropriateness in neighborhoods based on land uses, right-of-way availability, and network connectivity.</i></p> <p>5-A.1 Maintain and update design standards for each functional roadway classification per Figure 5-4. These standards are for a typical midblock application. Additional turn lanes may be needed at some intersection approaches. Different standards may govern in specific plan areas and variations are permitted given site conditions and right-of-way availability.</p> <p>5-A.2 Integrate complete streets and a layered networks approach into all City streets, traffic standards, plans, and details.</p> <p>5-A.3 Ensure new street design and potential retrofit opportunities for existing streets minimize traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:</p> <ul style="list-style-type: none"> • Management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate; • Short block lengths, reduced street widths, and/or traffic calming measures; and • Providing pedestrians and bicyclists with options where motorized transportation is prohibited. 	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>5-A.4 Consider innovative design solutions to improve mobility, efficiency, connectivity, and safety through the use of traffic calming devices, roundabouts, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, and signal coordination.</p> <p>5-A.5 As part of street redesigns, plan for the needs of different modes – such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, transit amenities, etc.</p> <p>5-A.8 Manage travel speeds in Downtown, at Transit Villages, and near schools, parks, and the University to enhance safety.</p> <p>5-A.9 Adopt a “vision zero” approach to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.</p> <p>5-A.10 Ensure safe railway crossings along the passenger and freight rail corridors.</p> <p>5-A.12 Engage the community and neighborhoods in street design and re-design. Consult with the Traffic and Parking Commission on major street design projects.</p> <p><i>Pedestrian Movement Principles and Actions</i></p> <p>5-P.16 Provide a safe, direct, and healthful pedestrian environment through means such as providing separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible.</p> <p>5-A.17 Continue implementing the Safe Routes to School program, and develop a “Safe Routes to Transit” program, focusing on pedestrian and bicycle safety improvements near local schools and transit stations.</p> <p>5-A.18 Create appropriate enhancements to pedestrian crossings at key locations across minor arterials, boulevards, and collectors with a target of providing pedestrian crossings no further than 600 feet apart in appropriate areas and in accordance with State standards.</p>	

	<p><i>Bicycle Movement Actions</i></p> <p>5-A.25 Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.</p> <p><i>Vehicular Movement and Standards for Traffic Service Actions</i></p> <p>5-A.36 Allow the City Engineer to adjust road standards where needed, based on actual conditions on the ground, such as right-of-way availability, traffic volumes, and adjoining land uses.</p> <p><i>Collector and Local Streets Actions</i></p> <p>5-A.49 Adopt design standards for hillside and rural streets.</p> <p>5-A.50 Allow the City Engineer to require additional right-of-way and pavement width for local and collector roads in the Commercial, Commercial/Industrial, Light Industrial, and Public/Institutional land use designations based on existing street sections, traffic volumes, and truck traffic.</p> <p>5-A.51 Ensure that local roadways within the Southeast Area Plan are designed for relatively low speeds, follow the natural contours, and avoid rather than cut through the inherent obstacles of nature. It is recognized that this may require that adjacent land uses be low intensity to ensure that this slow-speed, low-volume system is not overloaded.</p> <p>5-A.52 Permit flexibility in establishing local road standard in the Resource Preservation, Rural Living, and Hillside Conservation areas for local roads where a more rural character is desired. This may include alternative curb treatments in lieu of concrete curb and gutter, the establishment of trails versus sidewalks, and a reduced pavement width, when such conditions are consistent with neighboring development.</p> <p><i>Goods Movement Principles and Actions</i></p> <p>5-P.29 Update and implement a truck route map to ensure it serves shipping needs in the city while considering potential conflicts with preferred modes and other sensitive land uses in the city, consistent with the layered network.</p> <p>5-P.30 Work to improve the efficiency and safety of rail freight through the city.</p>	
--	--	--

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>5-A.76 Focus truck routes on roadways prioritized for automobiles, consistent with the layered network.</p> <p>5-A.77 Maintain a truck route map and provide signage to direct truck traffic to designated routes. Design designated truck routes such that the pavement, roadway width, and curb return radii support anticipated heavy vehicle use.</p> <p>5-A.78 Create easily understood truck route maps, potentially through on-line applications, to be distributed by the goods movement industry.</p> <p>5-A.79 Conduct education programs for the goods movement industry on designated truck routes through the city.</p> <p>5-A.80 Discourage truck traffic from parking, idling, or traveling through local streets in residential neighborhoods.</p> <p>5-A.81 Seek to improve rail crossings in the San Timoteo Canyon area, exploring the potential for grade separation of all crossings in the canyon area.</p>	
<p>3.15-5 Adoption and implementation of policies in the Proposed Project would not result in inadequate emergency access.</p>	<p>Action 5-A.3 as listed under Impact 3.15-4, as well as the following.</p> <p>Livable Community Element</p> <p>Southern Hills and Canyons Principles and Actions</p> <p>4-P.31 Ensure the provision of public safety services and access for emergency responders for development in the Highland-Canyons Planning Area.</p> <p>4-A.65 Require proposed development within the Live Oak Canyon and San Timoteo Canyon areas that abuts an area of significant natural vegetation to be separated from the vegetation by a fuel modification zone with a minimum cross-section of 100 feet and an all-weather access roadway and water supply system having fire flow capacity. The Fire Department may modify this requirement based on site-specific considerations and the use of alternative fire protection measures.</p> <p>Southeast Area Actions</p> <p>4-A.81 Adopt and implement the Perimeter Fuel Modification/Access Area (PERFUMAA) concept shown in Figure 4-6 within each of the Planning Sectors</p>	<p>Less than significant</p>

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>identified in the Southeast Area Plan. The Fire Chief may grant modifications from this concept if effective alternatives are provided.</p> <p>Connected City Element</p> <p>Layered, Multi-Modal Network Principles and Actions</p> <p>5-P.7 Minimize emergency vehicle response time and improve emergency access.</p> <p>5-A.15 Maintain access for emergency vehicles and services by providing two means of ingress/egress into new communities, limitations on the length of cul-de-sacs, proper roadway widths and road grades, adequate turning radius, and other requirements per the California Fire Code.</p> <p>Open Space for Conservation Principles</p> <p>7-P.12 Create and maintain a system of trails serving both recreational and emergency access needs.</p> <p>Fire Hazards Actions</p> <p>7-A.90 Ensure that all new development located in a Very High Fire Hazard Severity Zone or a State Responsibility Area (SRA) is served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.</p> <p>7-A.96 Ensure that all-weather access is provided for all new development, with adequate clearance for emergency vehicles, designed in accordance with the California Fire Code, and ensure that all roads, streets, and major public buildings are identified in a manner that is clearly visible to fire protection and other emergency vehicles.</p> <p>7-A.101 Work cooperatively with the San Bernardino County Fire Department, CAL FIRE, and fire protection agencies of neighboring jurisdictions to ensure that all portions of the Planning Area are served and accessible within an effective response time and to address regional wildfire threats.</p>	
3.15-6 Adoption and implementation of the	Principle 5-P.10 as listed under Impact 3.15-1.	Less than significant

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
Proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	<p>Principle 5-P.1, 5-P.4, 5-P.8, 5-P.11, 5-P.14, and 5-A.16, and action 5-A.2, 5-A.3, 5-A.4, 5-A.5, 5-A.9, 5-A.17, 5-A.18, 5-A.25, as listed under Impact 3.15-4 above, as well as the following.</p> <p>Connected City Element</p> <p>Layered, Multi-Modal Network Principles and Actions</p> <p>5-P.6 Support public health by promoting active living and supporting safe walking and biking throughout the city.</p> <p>5-P.12 Develop and implement a comprehensive wayfinding program serving all modes of transportation.</p> <p>5-P.13 Ensure streets are designed to accommodate bicyclists per the Bicycle Master Plan.</p> <p>5-P.15 Strengthen active transportation circulation routes within Downtown and the Transit Villages, and to/ from adjacent neighborhoods.</p> <p>5-A.6 Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-ways or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.</p> <p>5-A.7 Add new streets to create a finer-grained, pedestrian-scaled road network where the roadway network is characterized by particularly long blocks, connecting residential areas to parks and transit village cores. Ensure the street systems in Transit Villages support development of connected and accessible communities.</p> <p>5-A.14 Close the gaps in the sidewalk network where streets are built out but sidewalks are not complete.</p> <p>5-A.16 Prepare an Active Transportation Plan that provides a method of prioritizing City streets to best accommodate all road users including cars, bikes, pedestrians, transit, and logistics.</p>	

	<p>Pedestrian Movement Principles and Actions</p> <p>5-P.18 Enhance street lighting for pedestrians where current lighting is inadequate.</p> <p>5-A.19 Provide pedestrian routes between offices, neighborhoods, Downtown, and Transit Villages. Plan for direct connections from the interiors of residential tracts to neighboring parks, schools, retail, and other services using sidewalks, trails, and paseos.</p> <p>5-A.20 Strengthen trail connections to Downtown (such as Orange Blossom Trail, Lugonia Trail, Citrus Avenue, and Church Street).</p> <p>5-A.21 Include amenities such as shade trees, transit shelters and other transit amenities, benches, trash and recycling receptacles, bollards, public art, and directional signage that can enhance the pedestrian experience.</p> <p>Bicycle Movement Principles and Actions</p> <p>5-P.19 Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips.</p> <p>5-P.20 Develop bike routes that provide access to rail stations, Downtown, schools, parks, the University, employment, and shopping destinations.</p> <p>5-A.22 Use the City’s Bicycle Master Plan as the primary resource for planning and implementing bikeway improvements. <i>The Bicycle Master Plan, adopted in 2015, proposes an extensive network with over 100 additional miles of bicycle facilities. The plan should be updated as needed to reflect the updated General Plan, including proposals for new streets and connections in the Transit Villages.</i></p> <p>5-A.23 Implement bicycle and trail improvements that provide strong east-west connections between Transit Villages and in the city’s wider bicycle network. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, routes on Colton Avenue and Citrus Avenue, and the San Timoteo Canyon Trail.</p> <p>5-A.24 Implement bicycle and trail improvements that provide strong north-south connections, especially with major east-west trails, including routes on Mountain View Avenue, California Street, Nevada Street, Alabama Street, Texas Street, New York Street, Orange Street, Church Street, and Wabash Avenue.</p>	
--	---	--

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>5-A.26 Seek assistance from major employers in providing support facilities to encourage use of bikes for commuter purposes.</p> <p>5-A.27 Incorporate end-of-trip facilities into Transportation Demand Management (TDM) plans at employment sites and public facilities, depending upon distance from bikeways. Provide well-located, secure bike storage facilities at employment sites, shopping and recreational areas, and schools in order to facilitate bike use. Encourage major employers to provide shower and changing facilities or assist in funding bicycle transit centers in nearby locations.</p> <p>5-A.28 Implement bicycle route improvements that provide inter-city and regional connections, connecting to trail systems in Loma Linda, Highland, Yucaipa, San Bernardino, and the Santa Ana River Trail.</p> <p>5-A.29 Work with neighboring jurisdictions, the University of Redlands, and major employers to implement bike sharing programs.</p> <p>Transit Principles and Actions</p> <p>5-P.25 Improve public transit as a viable form of transportation in Redlands.</p> <p>5-P.26 Support passenger rail as an alternative mode of regional transit.</p> <p>5-A.54 Work with Omnitrans to accommodate and adjust transfer centers and bus service as necessary to support future rail service.</p> <p>5-A.55 Work with Omnitrans to expand bus service to additional areas of the city and improving north-south connections.</p> <p>5-A.56 Work with Omnitrans to plan for bus shelters, boarding areas, transfer centers, bus pads in the right-of-way, and bus turnouts.</p> <p>5-A.57 Incorporate real-time information systems so that passengers will know when their bus or train is expected to arrive.</p> <p>5-A.58 Support investments in passenger rail by providing effective on-site circulation and multi-modal connections to transit stations.</p>	

Table ES-4: Summary of Significant Impacts and Proposed General Policies that Reduce the Impact		
<i>Impact</i>	<i>Proposed General Policies that Reduce the Impact</i>	<i>Significance Level</i>
	<p>5-A.59 Develop station area plans to determine the appropriate modes of transportation to be accommodated at each passenger rail station, the inter connections between those modes, and the facilities to be provided to support each mode.</p> <p>5-A.60 Upon completion of the passenger rail project, work with major employers, the University of Redlands, and major event organizers (such as Redlands Bowl) on a shuttle system to link transit and major destinations.</p> <p>5-A.61 Continue to collaborate with regional transit partners to achieve seamless transfers between systems, including scheduling, ticketing, and shared fare systems. <i>Collaborative technologies include online applications and changeable message signs at major transit stops.</i></p> <p>5-A.62 Develop strategies to maximize off-peak use of transit.</p> <p>5-A.63 Coordinate with other agencies and private entities to investigate methods of improving service and enhancing safety along the passenger rail corridor.</p> <p>5-A.64 Encourage convenient and safe pedestrian linkages to and from transit service to provide better first-mile and last-mile connectivity.</p> <p>5-A.65 Provide for direct pedestrian paths and access from new developments to the nearest public transportation stop.</p>	

This page intentionally left blank.