

1. Introduction and Summary

1.1 PROJECT OVERVIEW

The proposed project is a City of Redlands (“City”) City Council sponsored ballot initiative regarding Voter Approved Land Use Initiatives Measures U, N, and Proposition R (hereinafter either the “proposed Project” the “Project”, or the “proposed Ballot Initiative”). The proposed Ballot Initiative is anticipated to be placed on the March 2020 election calendar for consideration by the City’s voters. If approved by the voters, the initiative would amend the 1978 voter-approved initiative zoning measure commonly known as Proposition R, as that measure was later amended by the 1987 voter-approved initiative measure commonly known as Measure N, and the 1997 voter-approved initiative ordinance commonly known as Measure U.

The intent of the City’s proposed Ballot Initiative is to remove certain development constraints from future development projects undertaken near three transit stations, located within the Transit Village Planning Area (“TVPA”). Specifically, the proposed Ballot Initiative would remove the following constraints on development within the TVPA: the 4/5ths vote requirement for residential buildings exceeding two stories or 35 feet in height and the 4/5ths vote requirement for residential density greater than 18 dwelling units per acre not to exceed 27 units per acre, the requirement for the maintenance of traffic levels of service “C” for all intersections, the prohibition against the creation of new land use designations, and the requirement of a socio-economic study for development projects, currently imposed by Measure U; and the 400-dwelling unit annual cap that applies to residential development citywide, currently imposed by Measure N and Proposition R. The proposed Ballot Initiative would not change the land use designations for any properties within the TVPA, or elsewhere in the City. All other provisions of the City’s 2035 General Plan (the “2035 General Plan”) and zoning ordinance will continue to apply to all development, regardless of its location. The proposed Project does not include any specific development project.

1.2 PROJECT LOCATION

Located in the City of Redlands (See Figure 1, Regional Location), the geographical area of the City affected by the proposed Ballot Initiative would be limited to the TVPA, an approximately 782 acre area that is roughly described as the land within one-half mile radius from any of the three planned rail transit stations within the City of Redlands. (See Figure 2, Transit Village Planning Area) Measures U, N, and Proposition R would continue to apply to the rest of the City in the way that these measures currently apply.

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1.3 SCOPE OF EIR

1.3.1 Lead Agency

Pursuant to Public Resources Code, section 21067, the lead agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” Because the City proposes to adopt a resolution to place the proposed Ballot Initiative on the March 2020 ballot, the City is the lead agency for the proposed Project. As lead agency, the City is responsible for, among other things, preparing and certifying this Draft Subsequent Environmental Impact Report (“SEIR”), which analyzes the potential environmental impacts of the proposed Project. As explained in Section 3, “Project Description,” of this Draft SEIR, the proposed Project does not result in direct physical growth within the TVPA, but makes the following development standards inapplicable to development projects within the TVPA: the annual City-wide 400 dwelling unit limitation, the requirement for a 4/5ths vote to allow a maximum of 27 units to the acre or residential building height in excess of two-stories or 35 feet, requirement for a socio-economic study, and standards for roadway levels of service.

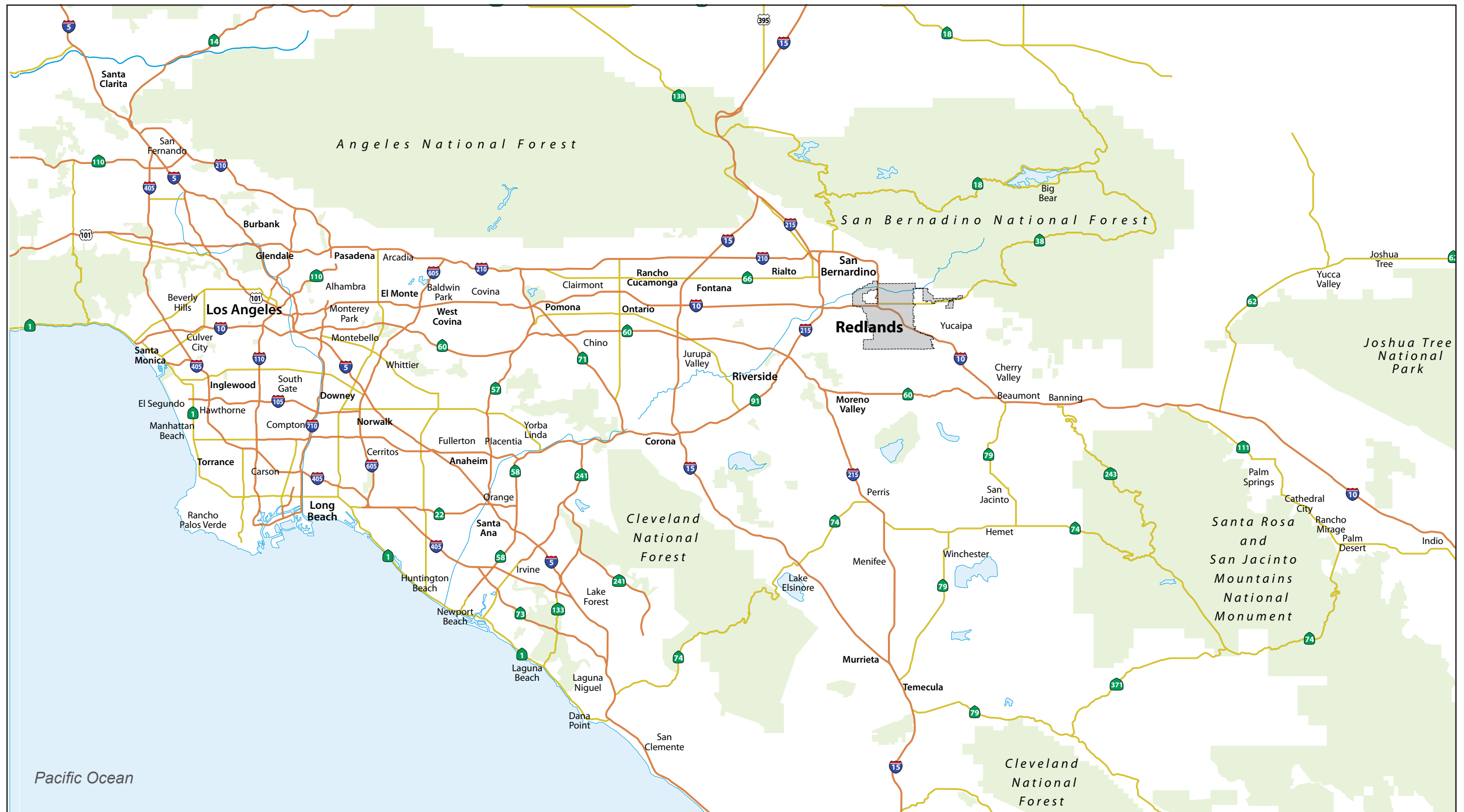
1.3.2 Purpose of EIR

The California Environmental Quality Act (Pub. Resources Code, §§ 21000 et seq.: “CEQA”) requires that local government agencies consider the environmental consequences of their decisions before acting on projects over which they have discretionary approval authority. An environmental impact report (“EIR”) is a disclosure document designed to provide the public, and state and local governmental agency decision makers, with an analysis of potential environmental consequences of a project to support informed decisions relating to the possible approval of that project. An EIR does not recommend either approval or denial of the project; but rather, is intended to provide a source of independent and impartial analysis of the foreseeable direct and indirect environmental impacts of a proposed course of action.

1.3.3 General Plan EIR

The 2035 City of Redlands General Plan (“2035 General Plan”) was adopted following certification of the City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report (SCH#2016081041). (“General Plan EIR”). The 2035 General Plan would result in a citywide increase of 3,422 dwelling units; 10,964 residents, as shown in Table 2.3-5, *Projected Population at Buildout (2035)*, of the General Plan EIR; and 14,561 jobs as shown in Table 2.3-6, *Projected Non-Residential Buildout (2035)*. The proposed Project would eliminate the 18-unit per acre density limit within the TVPA, and would allow the City to consider future projects up to the maximum 2035 General Plan density of 27-units to the acre. Even though there is a 9 unit difference between the current 18-unit per acre maximum and the 2035 General Plan 27-unit dwelling unit per acre maximum for the vacant multiple family residential land in the TVPA, the proposed Project would not increase the buildout totals shown in the General Plan EIR because the General Plan EIR assumed maximum buildout based on 27-units per acre (not 18). As the proposed Project does not change the land use designation, or development potential as established by the 2035 General Plan, this SEIR evaluates whether the change in how the City can consider future projects results in environmental impacts greater than those evaluated in the General Plan EIR.

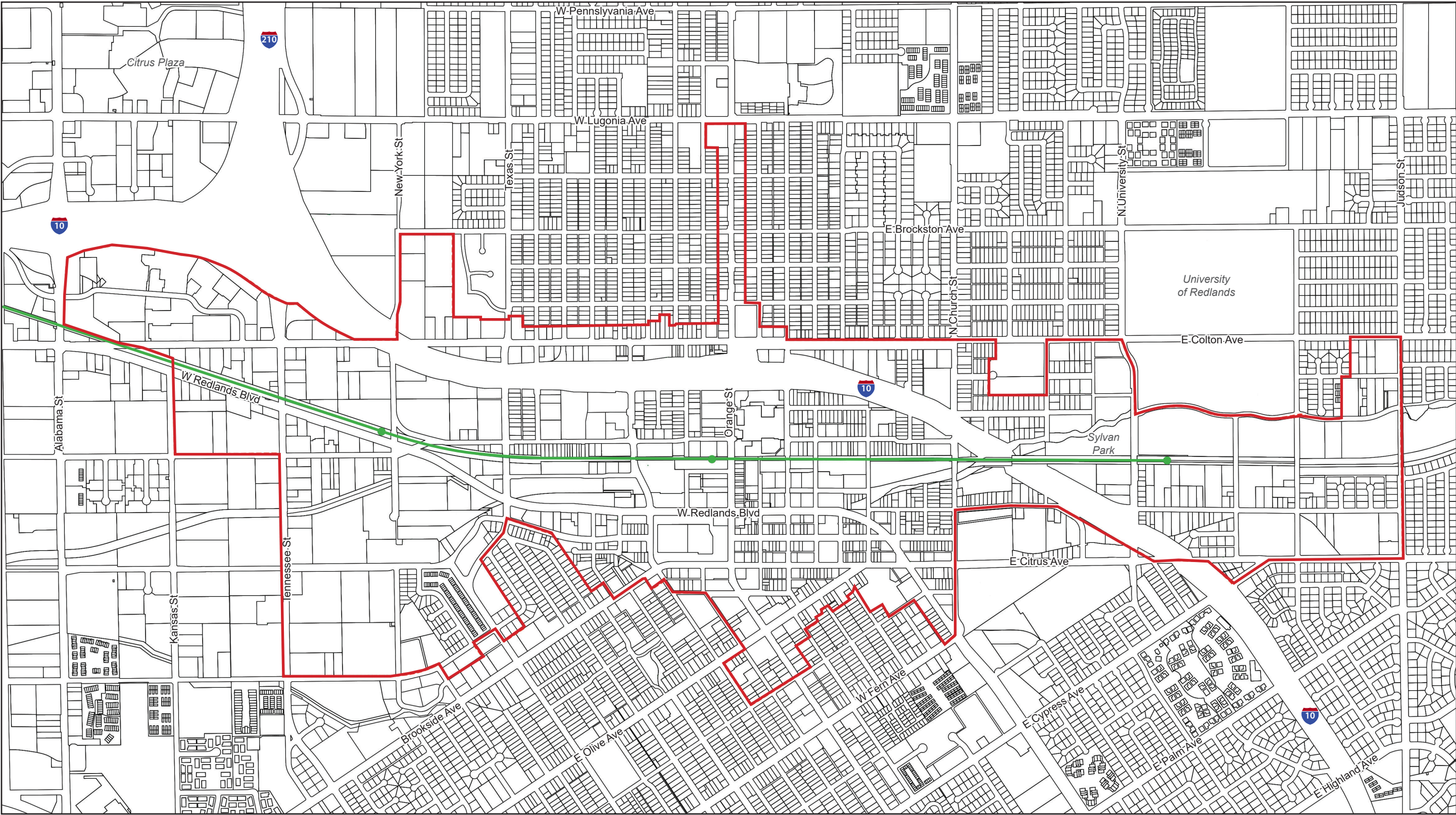
Figure 1 - Regional Location



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Figure 2 - Transit Village Planning Area



Source: City of Redlands, June, 2019

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1.3.4 Subsequent Environmental Review

The City, as lead agency under CEQA, determined that a subsequent environmental impact report was appropriate to satisfy CEQA requirements (Pub. Resource Code, § 21166; State CEQA Guidelines, § 15162) by fully disclosing new impacts or changes in impacts that would occur as a result of project modifications and changes that would occur as a result of the Ballot Measure and since the certification of the General Plan EIR. This Draft SEIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Section 21000 et seq.), the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000 et seq.).

Pursuant to Public Resources Code, section 21166 and State CEQA Guidelines, section 15162, when an EIR has been certified for a project (here, the 2035 General Plan), no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- a. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- b. Substantial changes occur with respect to circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The City has determined that a Subsequent EIR is the proper CEQA document to address environmental impacts from the revised project (i.e., the Ballot Measure). The changes to the development constraints in the TVPA will require revisions to the General Plan EIR to address potentially significant environmental effects. This Draft SEIR makes modifications to the General Plan EIR to make the General Plan EIR applicable to the revised project that would result if the Ballot Measure passes. This Draft SEIR will rely upon the policies and programs in the 2035 General Plan, and as reported in the General Plan EIR, to address most of the environmental impacts.

This SEIR also considers alternatives to the revised project (i.e., the Ballot Initiative) in accordance with the following requirements:

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- a. State CEQA Guidelines, section 15126.6(a), which states “An EIR shall describe a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project”
- b. State CEQA Guidelines, section 15021(a)(2), which states “A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment.”

1.3.5 Impacts Considered Less Than Significant

Chapter 5 of this Draft SEIR lists the environmental topics that would not result in any new, or more significant environmental effects, of the proposed Project when compared to the impacts disclosed in the General Plan EIR. Therefore, the topics are not discussed in detail in Chapter 4 of this Draft SEIR.

1.3.6 Unavoidable Significant Adverse Impacts

If the City, as the lead agency, determines that unavoidable significant adverse impacts would result from the proposed Project, the City must prepare a “Statement of Overriding Considerations” before it can approve the proposed Project. A Statement of Overriding Considerations is a statement made by the decision-making body indicating that it has balanced the benefits of the proposed Project against its unavoidable significant environmental effects and has determined that the benefits of the Project outweigh the adverse effects, and therefore, the adverse effects are considered acceptable.

The General Plan EIR identified the following significant and unavoidable adverse impacts, as defined by CEQA (*numbering is from the General Plan EIR*):

Impact

- 3.2-1 Buildout of the General Plan 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.
- 3.2-2 Development under the General Plan would violate air quality standards or contribute substantially to an existing or projected air quality violation.
- 3.2-3 Development under the General Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the 2035 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).
- 3.15-1 Implementation of the General Plan 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

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components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- 3.15-2 Adoption of the General Plan 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.

This Draft SEIR assumes that development within the TVPA will be similar to that evaluated in the General Plan EIR, and that the significant and unavoidable environmental findings will be identical. The proposed Project does not exacerbate or add to the significant and unavoidable impacts disclosed in the General Plan EIR. Therefore, the revised project will not require a new statement of overriding considerations.

1.4 AREAS OF CONTROVERSY

Issues identified during the scoping meeting and public review period for the Notice of Preparation include:

- Building heights
- Residential densities (i.e. stack and pack apartments!)
- Speed of buildout of the General Plan

1.5 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft SEIR. For a full listing of all policies and actions referenced in the General Plan EIR that would continue to apply to the proposed Project, please see Appendix 4 of this SEIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for any significant impacts. The level of significance after implementation of any mitigation measures is also presented.

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Table 1-1 Summary of Draft SEIR Environmental Analysis Conclusions

Impact	General Plan EIR Policies that Reduce the Impact ¹	Significance Level
LAND USE AND HOUSING		
4.1-1 The proposed Project would not divide an established community, nor would the proposed Project directly or indirectly result in population growth in the project area.	<p>Distinctive City Element</p> <p><i>Small Town Feeling & Community Cohesion Principles & Actions</i></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.18² Use transit stations as focal points for interconnectivity, plan to equally serve travelers from north and south.</p> <p>2-A.19 Establish meeting areas in new neighborhoods and ensure a safe and secure environment.</p>	No Impact

¹ The numbering of some policies and actions in the General Plan EIR do not align with the numbering of the same policies and actions in the General Plan. All citations in this Draft SEIR are to the policy and action numbers listed in the General Plan EIR. To the extent that the City has identified a discrepancy between the numbering for a particular policy or action in the General Plan EIR with the numbering for that same policy or action in the General Plan, the City makes note of that in this Draft SEIR by dropping a footnote to indicate the corresponding numbering for the policy or action in the General Plan.

² The corresponding General Plan action is 2-A.16.

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Table 1-1 Summary of Draft SEIR Environmental Analysis Conclusions

Impact	General Plan EIR Policies that Reduce the Impact ¹	Significance Level
	<p>Vibrant Downtown Actions</p> <p>2-A.101³ 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.47⁴ 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> <p>7-A.34 Coordinate trail planning with other regional plans to ensure connectivity and access to the regional trail system.</p>	

³ The corresponding General Plan action is 2-A.102.

⁴ The corresponding General Plan policy is 4-P.46.

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Impact	General Plan EIR Policies that Reduce the Impact ¹	Significance Level
4.1-2 Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	<p>Livable Community Element Growth Management Principles and Actions 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>Healthy Community Element Safety Principles and Actions 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>	No Impact
4.1-3 Project implementation would not result in displacing people and/or housing.	<p>Livable Community Element Growth Management Principles 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 4-P.16 Promote a variety of housing types to serve the diverse needs of the community</p>	Less Than Significant
TRANSPORTATION		
4.2-1 The proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	<p>Connected City Element Layered, Multi-Modal Network Principles 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>	Significant and Unavoidable

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Table 1-1 Summary of Draft SEIR Environmental Analysis Conclusions

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	<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> <p>5-A.34⁵ 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><i>Freeways Actions</i></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><i>Boulevards and Arterials Actions</i></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</i></p>	

⁵ The corresponding General Plan action 5-A.37.

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	<p><i>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> <p>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.</p>	
4.2-2 Adopting of the General Plan would conflict with an applicable congestion management plan (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.	<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>Vehicular Movement and Standards for Traffic Service Principles and Actions</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>	Significant and Unavoidable

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	<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.34⁶ 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>	

⁶ The corresponding General Plan action 5-A.37.

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	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.	
4.2-3 The proposed Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).	<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>Vehicular Movement and Standards for Traffic Service Principles and Actions</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> <p>5-A.34⁷ Encourage the use of car share and car hire services within Redlands to provide vehicular transportation alternatives.</p>	Less Than Significant

⁷ The corresponding General Plan action 5-A.37.

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	<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.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> <p>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.</p>	
UTILITIES AND SERVICE SYSTEMS		
4.3-1 Existing and/or proposed facilities would be able to accommodate project-generated utility demands.	<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

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	<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 Principles and Actions</p> <p>6-A.39 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-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.34 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.35 Promote the use of Low Impact Development strategies, BMPs, pervious paving materials, and on-site infiltration for treating and reducing stormwater runoff before it reaches the municipal stormwater system.</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>6-A.37 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.38 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.39 Require that new development provides landscaping and re-vegetation of graded or disturbed areas with drought-tolerant native or non-invasive plants.</p>	

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	<p>6-A.40 Maximize the amount of pervious surfaces in public spaces to permit the percolation of urban runoff.</p> <p>6-A.41 Provide a comprehensive public outreach program to educate residents and local businesses about the importance of stormwater pollution prevention.</p> <p>6-A.42 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.43 Ensure that post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate. Dry weather runoff from new development must not exceed the pre-development baseline flow rate to receiving waterbodies.</p> <p>6-A.44 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>Healthy Community Element</p> <p>Air Quality Principles</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"> 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; 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</p> <p>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>	

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Table 1-1 Summary of Draft SEIR Environmental Analysis Conclusions

Impact	General Plan EIR Policies that Reduce the Impact ¹	Significance Level
	<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> <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. 	

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Table 1-1 Summary of Draft SEIR Environmental Analysis Conclusions

Impact	General Plan EIR Policies that Reduce the Impact ¹	Significance Level
	<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. • 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>	
4.3-2 Available water supplies are sufficient to serve the project and reasonable foreseeable future development during normal, dry, and multiple dry years.	<p>Sustainable Community Element</p> <p><i>Water Conservation Principles and Actions</i></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>	Less Than Significant

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Impact	General Plan EIR Policies that Reduce the Impact ¹	Significance Level
	<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> <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. • 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>	

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Impact	General Plan EIR Policies that Reduce the Impact ¹	Significance Level
	<p>8-A.29 Reduce consumption of carbon-based fuels for conveyance and treatment of water and wastewater.</p> <p>Vital Environment Element Water Quality Principles and Actions</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.37 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.38 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.39 Require that new development provides landscaping and re-vegetation of graded or disturbed areas with drought-tolerant native or non-invasive plants.</p> <p>Safety Element 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. 	

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Impact	General Plan EIR Policies that Reduce the Impact ¹	Significance Level
	Sustainable Community Element Energy Efficiency and Conservation Actions 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.	
4.3-3 Project-generated wastewater could be adequately treated by the wastewater service provider for the project.	Livable Community Element Public Facilities Principles and Actions 4-P.56 Ensure that public facilities and services are provided in a timely manner to adequately serve new and existing development. 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. 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. 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. Sustainable Community Element Water Conservation Principles and Actions 8-P.4 Promote residential and commercial water conservation using multiple strategies. 8-P.5 Conserve the highest quality of water reasonably available for domestic use. 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. 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. 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.	Less Than Significant

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Impact	General Plan EIR Policies that Reduce the Impact ¹	Significance Level
	Update the Redlands' Water Conservation Plan, Ordinance No. 2151, to reflect current best practices for water conservation.	
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.	
8-A.25	Encourage water conservation through the following strategies: <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. 	
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: <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. 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. 	

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Impact	General Plan EIR Policies that Reduce the Impact ¹	Significance Level
	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.	
	8-A.29 Reduce consumption of carbon-based fuels for conveyance and treatment of water and wastewater.	
4.3-3 Existing and/or proposed facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.	Sustainable Community Element Waste Reduction and Recycling Principles and Actions 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. 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. 8-A.31 Develop programs to divert food waste and other biodegradable waste to composting facilities rather than disposing of them in the landfill. 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. 8-A.33 Improve commercial recycling diversion rates (including those for multi-unit housing) through education, including electronic and mailing campaigns, and partnerships with large employers, organizations, and institutions such as University of Redlands. 8-A.34 Work with private industry to encourage the reduction and reuse of construction and demolition materials through deconstruction and other methods. 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. 8-A.36 Work with public and private entities to generate creative new opportunities that use solid waste as a resource. 8-A.37 Promote design in new development that incorporates space for recycling containers and other waste diversion facilities. 8-A.38 Explore the potential to generate energy using biomethane from the City's landfill and wastewater treatment plant.	Less Than Significant

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Table 1-1 Summary of Draft SEIR Environmental Analysis Conclusions

Impact	General Plan EIR Policies that Reduce the Impact ¹	Significance Level
	<i>Green Building and Landscapes Policies</i> 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.	

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1.6 FINAL EIR CERTIFICATION

This Draft SEIR is being circulated for a public review for a period of 45 days. Responsible agencies and members of the general public are invited to provide written comments on the Draft SEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City will review all written comments received and prepare written responses for each comment. A Final SEIR will then be prepared incorporating all comments received, responses to the comments, and any changes to the Draft SEIR that result from the comments received. The Final SEIR will then be presented to the Redlands City Council for potential certification as the environmental document for the proposed Project. All persons who commented on this Draft SEIR will be notified of the availability of the Final SEIR and the date of the public hearing before the Redlands City Council.

This Draft SEIR, its technical appendices, and the *City of Redlands 2035 General Plan* and the *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report*, along with its technical appendices, are available to the public for review at the following locations:

- City of Redlands, Development Services Department, 35 Cajon Street, Suite 20, Redlands, CA 92373
- A.K. Smiley Public Library, 125 W Vine St, Redlands, CA 92373
- City of Redlands, website at: <https://www.cityofredlands.org/development-services>

All agencies that submit comments during the 45-day public review period on this Draft SEIR will receive written responses to their comments at least 10 days prior to final action on the proposed Project. If the Redlands City Council decides to certify the Final SEIR, the City Council will make the necessary findings required by CEQA, the State CEQA Guidelines, and the City's Local CEQA Guidelines regarding the extent and nature of the impacts as presented in the Final SEIR. The Final SEIR must be certified by the City prior to considering the proposed Project. Public input is encouraged at all public hearings and meetings before the City Council concerning the proposed Project.

1.7 CEQA FINDINGS FOR PROJECT APPROVAL

CEQA and the State CEQA Guidelines require that the environmental impacts of the proposed Project be examined before it is approved. Specifically, State CEQA Guidelines, section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

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2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Concurrent with its final action on the Final SEIR, the Redlands City Council will issue findings that comply with the requirements of Public Resources Code, section 21081 and State CEQA Guidelines, section 15091.

1.8 MITIGATION MONITORING

Public Resources Code, section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code, section 21081. Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR. To the extent that the City carries forward mitigation required by the General Plan EIR to this Draft SEIR for the proposed Project, those mitigation measures will be included in a Mitigation Monitoring and Reporting Program prepared for the proposed Project. A copy of the Mitigation Monitoring and Reporting Program will be presented to the City Council for consideration in connection with the Final EIR.

1.9 REFERENCES

In accordance with section 15150 of the State CEQA Guidelines, this Draft SEIR incorporates the following documents by reference:

- The City of Redlands General Plan 2035
- The City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report (SCH#2016081041).
- The City of Redlands Climate Action Plan