



NORTH ELEVATION



WEST ELEVATION

Planned Development No. 4 Project

Aesthetics Evaluation Report

prepared for

City of Redlands
35 Cajon Street, Suite 20
Redlands, California 92374

prepared by

Rincon Consultants, Inc.
1980 Orange Tree Lane, Suite 105
Redlands, California 92374

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RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

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1 Introduction

The City of Redlands (City) retained Rincon Consultants (Rincon), to conduct an aesthetic evaluation of the Planned Development No. 4 Project (project or proposed project), located in the East Valley Corridor Specific Plan area of Redlands, San Bernardino County, California. The project would involve the construction of two industrial buildings, associated parking lots, landscaping, and the improvement of the adjacent public right-of-way. In this analysis, aesthetics refers to visual aspects of a site that bear upon the quality of the environment from a visual perspective. Aesthetics or visual resources analysis is a process to assess the visible change and anticipated viewer response to that change and to obtain consistency in this evaluation industry-wide, standards have been developed to guide analysis (Brown and Kissel 1979). The Federal Highway Administration (FHWA), Bureau of Land Management (BLM), and U.S. Forest Service (USFS) have developed methodologies for conducting visual analysis that are used across the industry (FHWA 2015, BLM 1984, USFS 1996). These methods have been synthesized and used for this analysis.

Definitions

While the conclusions of an assessment of visual quality may seem entirely subjective, in keeping with established industry standards, value is determined based on generally accepted measures of quality, viewer sensitivity, and viewer response, supported by research on visual quality evaluation (BLM 1984, FHWA 2015). Modifications in a landscape that repeat basic elements found in that landscape are said to be in harmony with their surroundings; changes that do not harmonize often look out of place and can be found to form an unpleasant contrast when their effects are not evaluated adequately. An aesthetics impacts assessment uses data from three steps, as follows:

- Identify visual features or resources in the landscape from key viewpoints (KVP)
- Assess the character and quality of those resources relative to the overall regional visual character
- Evaluate potential significance of features in the landscape to people who view them, and determine their potential sensitivity to the changes proposed by the project

Scenic quality can be described best as the overall impression a viewer retains after driving through, walking through, or flying over an area (BLM 1984). Viewer response is a function of the number of viewers, number of views seen, distance of the viewers from the KVP, and the viewing duration. Viewer sensitivity reflects the extent of public concern for a particular viewshed. A brief description of these terms and criteria follows.

Viewshed

A viewshed is an area of the landscape visible from a particular location or series of points (e.g., an overlook or a trail, respectively) (FHWA 2015). A viewshed may be divided into viewing distances called foreground, middle ground, and background. Usually, the closer a resource is to the viewer, the more dominant it appears visually, and thus it has greater importance to the viewer than something farther away. A common set of criteria identifies the foreground as 0.25 to 0.5 mile from the viewer; the middle ground is three to five miles away; and the background extends away to the horizon.

Visual Character

Natural and human-built landscape features contribute to the visual character of an area or view. Features include geology, water features, plants, wildlife, trails and parks, and architecture and transportation elements (e.g., bridges or city skylines). The perception of visual character can vary with the season, time of day, light, and other aspects that influence what is visible in a landscape. The basic components used to describe visual character are form, line, color, and texture (USFS 1996, FHWA 2015).

Visual Quality

Visual quality is a term that indicates the uniqueness or desirability of a visual resource, within a frame of reference that accounts for the uniqueness and “apparent concern for appearance” by viewers (e.g., residents, visitors, jurisdictions) (USDA 1978). Visual quality is assessed using the concepts of vividness, intactness, and unity (FHWA 2015).

- Vividness describes impression of landscape components as they combine in striking patterns.
- Intactness refers to the visual integrity of the natural and human-built.
- Unity indicates the visual coherence and compositional harmony of the landscape as a whole.

Visual Exposure and Sensitivity

Viewer sensitivity is determined based on the visibility of resources in the landscape, the proximity of viewers to the visual resource, the height from which viewers see the resource, and the types of viewers with their associated expectations. Visual sensitivity also depends on the number and type of viewers, along with the frequency and duration of views experienced by these viewers.

Once an adequate description of the visual resource and its quality is developed, including the number and types of views for common uses (e.g., recreational, agriculture), an evaluation can be made as to the impact of the project upon the aesthetic and visual resources in the landscape.

Methodology

The evaluation includes a review of aerial imagery and site photographs, proposed project architectural plans, the 2035 City of Redlands General Plan, and associated community design guidelines. KVPs were established and visual quality assessments determined from those perspectives. Viewer sensitivity was determined based on the degree to which the landscape is visible from public viewing locations, particularly roadways, and the potential reasons for traveling through the area near the project site. Once quality and viewer sensitivity were established, the proposed project plans were considered, and potential effects determined.

Project Location

The project site consists of three parcels along Mountain View Avenue, immediately north of Interstate 10 (I-10) and southwest of the Mission Creek flood channel and BNSF railroad right-of-way (ROW) in Redlands, California. It is within the East Valley Corridor Specific Plan area, at the border between Redlands and Loma Linda. Figure 1 provides an aerial image of the project site with the triangular boundary outlined in yellow; it also shows that the site is undeveloped and has limited vegetation.

Figure 1 Project Site Aerial Photograph



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig. 1 Project Location

2 Existing Conditions

Scenic Resources in Redlands and Vicinity

The 2035 Redlands General Plan describes Redlands as a “distinctive city...unique from other communities in the region” in part because of its mix of historic architecture, agricultural heritage evident in citrus groves throughout the community, and gracious, tree-lined streets (City of Redlands 2017a). The City has identified scenic resources and vistas associated with the Santa Ana River wash, canyons and hills, and mountains in the open space areas that are also visible from urbanized areas, and long-standing citrus groves found in and around City parks, in canyons, and throughout the Crafton Hills (City of Redlands 2017b). The City designated eight historical districts, mostly clustered in the Downtown and Colony areas, roughly 4.5 miles from the project site.

The project site is in the East Valley Corridor Specific Plan area, a regional planning area shared with the cities of Loma Linda and San Bernardino, and with San Bernardino County. When the plan was conceived, in the late 1990s, the area was largely under agricultural cultivation and the specific plan intended to facilitate future industrial, commercial, and residential development “in an orderly and aesthetic manner” (County of San Bernardino 2002).

The area features expansive views of the San Gabriel Mountains looking west and the San Bernardino Mountains looking north, east, and south. Mount San Gorgonia is the highest peak in southern California and, and at a little over 20 miles from the project site, it is visible on a clear day. The 1988 Specific Plan EIR corridor analysis deemed views from I-10 to be primary “good” views, looking both north and south (San Bernardino County 1988: 78). Since 1988, however, considerable development in both Redlands and Loma Linda has been built, intervening in the view from the highway toward the mountains, without obstructing. This area is not designated as an official scenic roadway (see discussion that follows) nor is it an officially designated scenic vista. Nonetheless, the visual quality remains moderately high due to the impressive views of the surrounding mountains from the roadway.

The Caltrans State Scenic Highway system, described in in Section 2, Regulatory Setting, lists one officially designated scenic highway in San Bernardino County and several eligible roadways, one of which is in Redlands. The City Council designated several streets as scenic corridors. These are listed in Table 1, along with the designating agency and their distances from the project site.

Table 1 Scenic Highways and Corridors in Redlands

| Scenic Corridor | Designation and Agency | Distance to Project Site |
|---|---|--------------------------|
| SR 38 from South Fork campground to State Lane | State officially designated Caltrans | 34.7 miles |
| SR 38 I-10 near Redlands to SR 18 near Fawnskin | State Eligible Caltrans | 4.2 miles |
| Brookside Avenue from Lakeside Avenue to Eureka Street | Scenic Corridor City of Redlands | 4 miles |
| Olive Avenue from Lakeside Avenue to Cajon Street | Scenic Corridor City of Redlands | 4.2 miles |

| Scenic Corridor | Designation and Agency | Distance to Project Site |
|---|-------------------------------------|--------------------------|
| Cajon Street | Scenic Corridor City of Redlands | 4.3 miles |
| Center Street from Brookside Avenue to Crescent Avenue | Scenic Corridor City of Redlands | 4.5 miles |
| Highland Avenue from Serpentine Drive to Cajon Street | Scenic Corridor City of Redlands | 5.2 miles |
| Sunset Drive from Serpentine Drive to Edgemont Drive | Scenic Corridor City of Redlands | 5.7 miles |
| Dwight Street between Pepper Way and Mariposa Drive | Scenic Corridor City of Redlands | 6.7 miles |
| Mariposa Drive between Halsey Street and Sunset Drive | Scenic Corridor City of Redlands | 6.9 miles |

Source: Redlands 2017b, Google Maps 2020

Throughout Redlands, the pedestrian, bicycle, and road networks offer dramatic views of natural scenery and the built environment. This includes the dense urban forest and historic residential architecture, and outdoor resources like the 9-acre Smiley Park with its library and amphitheater. The Redlands Conservancy has designated over 26 miles as Heritage Trails in the city (Redlands Conservancy 2020). Natural areas and open spaces in the foothills and nearby mountains form integral scenic resources, offering views of the nearby Santa Ana River and riparian woodlands and the more distant steep vegetated landforms in mountains and canyons. Finally, in the Downtown and Colony areas, historic homes, including Kimberly Crest House and other buildings listed on the National Register of Historic Places represent iconic elements in the character of the city. These trails are largely far from the project site and any work there would not affect their scenic quality. As the East Valley Corridor Specific Plan area develops, pedestrian and cycling opportunities may increase and the visual quality could improve if active transportation projects in the area include urban forestation and amenities that make it more desirable for this type of travel.

Project Site and Adjacent Visual Conditions

The triangular-shaped project site is undeveloped and features some ruderal vegetation, mature trees, and a chain-linked fence around the perimeter. The I-10 offramp parallels the site's southern edge, and the eastern site boundary follows Mountain View Avenue. The flood channel and railroad ROW are adjacent to the long diagonal that forms at the northeast, diagonal site boundary. From I-10, mountain ridgelines and foothills are visible across the site and beyond adjacent development (see Figure 2 and Figure 3). While development intervenes and disrupts the unity of the view, the visual quality is moderately high and represent a key aspect of the sense of place for Redlands and the greater Inland Empire.

I-10 forms a major east/west transportation corridor from Los Angeles to the Inland Empire and the desert communities beyond. It is heavily travelled by commuters, recreational travelers, and trucks hauling goods across the country. At the point where it passes the project site, it is elevated above grade and is visible from the site looking south (Figure 4). Sitting as it does at the border between Redlands and Loma Linda, the project site is a transition point between the two cities. On the west side of Mountain View, a variety of land uses are across from the project site. These include a gas

station, a small strip mall with a small parking lot close to the roadway, a church, and a children’s rehabilitation hospital. Some of these uses have limited landscaping along their frontages, the hospital being the best maintained and most in keeping with the provisions of the specific plan (discussed in detail below). The visual quality is moderate to moderately high along this area, but from Mountain View Avenue looking east toward the project site in its current condition, the visual quality is moderate to moderately low as the ruderal vegetation is overgrown and the large, 220 kV transmission lines interfere with clear views toward the mountains (Figure 5).

The longest project site boundary follows the flood channel/railroad alignment from Mountain View Avenue, southeasterly to the intersection with I-10. Northeast of these features, light industrial development occurs on the north and south sides of Lugonia Avenue, but a small group of single-family residences is situated at the area where Lugonia Avenue ends. Between the light industrial development and the residential properties, undeveloped land borders the project site. Views of the project site from Lugonia Avenue are limited by intervening development, undeveloped lots, and the 200 kV transmission lines that traverse the area roughly north the south along the eastern edge of the project site (Figure 6). The visual quality is moderate to moderately low.

Figure 2 San Bernardino Mountains Visible across the Project Site to the North and East



Source: Rincon Consultants, Inc. 2020

Figure 3 San Bernardino Mountains looking east across the Project Site



Source: Google Earth 2020

Figure 4 I-10 visible above-grade looking across the project site looking south



Source: Rincon Consultants, Inc. 2020

Figure 5 San Bernardino Mountains looking east across the Project Site



Source: Rincon Consultants, Inc. 2020

Figure 6 Project site looking southwest from Lugonia Avenue



Source: Google Earth 2020

Light and Glare Conditions

For purposes of this analysis, light refers to light emissions (brightness) generated by a source of light. Stationary sources of light include exterior parking lot and building security lighting; moving sources of light include the headlights of vehicles driving on roadways near the project site. Streetlights and other security lighting also serve as sources of light in the evening hours.

Glare is defined as focused, intense light emanated directly from a source or indirectly when light reflects from a surface. Daytime glare is caused in large part by sunlight shining on highly reflective surfaces at or above eye level. Reflective surfaces are associated with buildings that have expanses of polished or glass surfaces, light-colored pavement, and the windshields of parked cars.

Stationary sources of light include exterior parking lot and building security lighting, and light that spills from windows of the adjacent multi-story buildings. The headlights of cars driving on Willow Springs Road and other roadways at night also provide sources of light in the evening hours. Glare occurs when the sun shines on windows of buildings and parked cars and when headlights shine directly into buildings or at passers by (e.g., other drivers, pedestrians).

Under current conditions, the project site does not contribute to light and glare in the area as it is undeveloped. The proposed project would introduce new sources of lighting consistent with those at an industrial campus, including limited building safety lights, parking lot lights, and limited light emitting from windows at night. This last would be limited as most occupation of offices would occur during the day and thus lights on inside the building at night would be minimal. Glare would occur when the cars parked in the parking lots around the perimeter and within the site.

The project would be subject to design review by the Planning Commission. This should include a lighting design plan, and if that is not already in process, should be added to the list of entitlements for project approval. The Redlands Municipal Code includes ordinances that govern the placement and luminosity of building safety lighting, the extent of parking lot lighting, and the design and luminosity of pedestrian walkway lighting.

Furthermore, lighted building signage would also be subject to approval. The proposed project would introduce no substantial new light sources and the impact would be less than significant.

Project Characteristics

The proposed project would construct two light industrial buildings, one at approximately 115,000 square feet and the other at approximately 305,000 square feet, for 420,000 square feet in all. Parking would occur at the northeast side of the property, with access from Mountain View Avenue across from Coulston Street. Landscaping would occur along the exterior perimeter of the property. Figure 7 shows a plan view of the project, with an overview of landscaping and parking areas. Details follow for each building and landscape plans for the project site.

Building 1

Building 1 would occur along the project site southern boundary, parallel to I-10, would be the larger of the two. It would be roughly 986 feet long, the longest wall would extend along much of the southern edge of the property, with a 52-foot setback from the freeway offramp and an approximately 200-foot setback from the right-most freeway lane. At the east end of this building, a 10-foot high screen wall would extend nearly to the property line, screening the parking area and east-most side of the building where seven dock doors would occur. An 8-foot high gate would give access to the fire road.

Along Mountain View Avenue, the west side of Building 1 would be approximately 55 feet long, extending from the southern corner near the place where the west-bound freeway offramp empties onto Mountain View Avenue to the project site access road, across from Coulston Street. A 50-foot wall parallels the entrance driveway to the point where it recedes by 50 feet to a loading dock area that would extend along to the eastern end of the building.

A trash enclosure would be positioned at the end of the primary internal wall of Building 1, near where it angles in alignment with the diagonal property line. This enclosure would be constructed of 6-foot high, concrete tilt up walls and steel gates both painted to match the building. The enclosure would measure approximately 22 feet by 11 feet. Figure 8 shows a plan view detail of Building 1

Building 1 would be 44 feet high at its tallest point, including all rooftop mechanical equipment, which would be screened from view with materials matching those used for the rest of the building. The height would vary at the docks, near the offices at either end and along the streets. Figure 9 shows exterior elevation views of Building 1. The building line of sight from the elevated freeway section and from the offramp ROW is illustrated in the project design detail in Figure 10.

Building materials would consist primarily of poured concrete walls, with metal roll up doors and solarized window panels set in anodized aluminum frames. The paint scheme would consist of white as the primary color, light and medium gray accent colors for larger wall expanses, and a deep blue gray accent color. Figure 11 presents the color palette.

Although the architectural design of the building is typical for light industrial, concrete structures, with a flat roof and long, horizontal expanses, the mass of these walls is broken up by varying the roof height slightly (between 2 to 4 feet) at various positions, using the two shades of gray to vary the coloration of the walls, and including windows intermittently. As evident in the elevation drawings, the darker blue gray would also appear as vertical accent in places where the long walls are otherwise uninterrupted by windows or doors (see “south elevation” in Figure 9 below). The massing then presents a compositional rhythm that is both balanced and varied. Furthermore, on the south side of the building, the westernmost corner would consist of a two-story, bank of tinted windows within a concrete structural frame, painted the darkest of the blue accent colors. This is where the office spaces would occur, closest to the main ingress/egress point for the site.

Building 2

Building 2 would have its longest side along Mountain View Avenue, beginning north of the entrance driveway and extending 474 feet to where electric vehicle charging stations and the northernmost access driveway and road would occur. Its east-facing wall would have loading docks, with another trash enclosure occurring at the northeast corner and an 8-foot screen wall and access gate just beyond, limiting access to the site (Figure 12). Building 2 would be designed to match Building 1, with the same heights, fenestration, off-set facades, and rooftop screens to shield mechanical equipment from view and the same paint color scheme (Figure 13). Because Building 2 would have three walls visible from public roadway (e.g., Mountain View Avenue), wall treatments would be the same for the south, north, and west elevations, as evident in Figure 11.

Landscape Design

The project design includes a generous perimeter and parking lot landscape plan of a mix of trees, shrubs, and ground cover that vary in height, texture, color, and canopy style. The total on-site landscape would be over 188,000 square feet. All choices are low-water, drought-tolerant varieties and the estimated water use is roughly 55 percent of that allowed by the City for the site.

Figure 13 presents the landscape plan in detail and a description follows. The southern edge, between the building and I-10, Mondell pines and Mexican fan palms would be planted in the median along the freeway offramp and the southern boundary line, staggered roughly every 40 feet. Ground cover in a range of drought-tolerant grasses and massing shrubs would be placed between the trees, covering any open ground. Along the edge, between the planted median and the parking

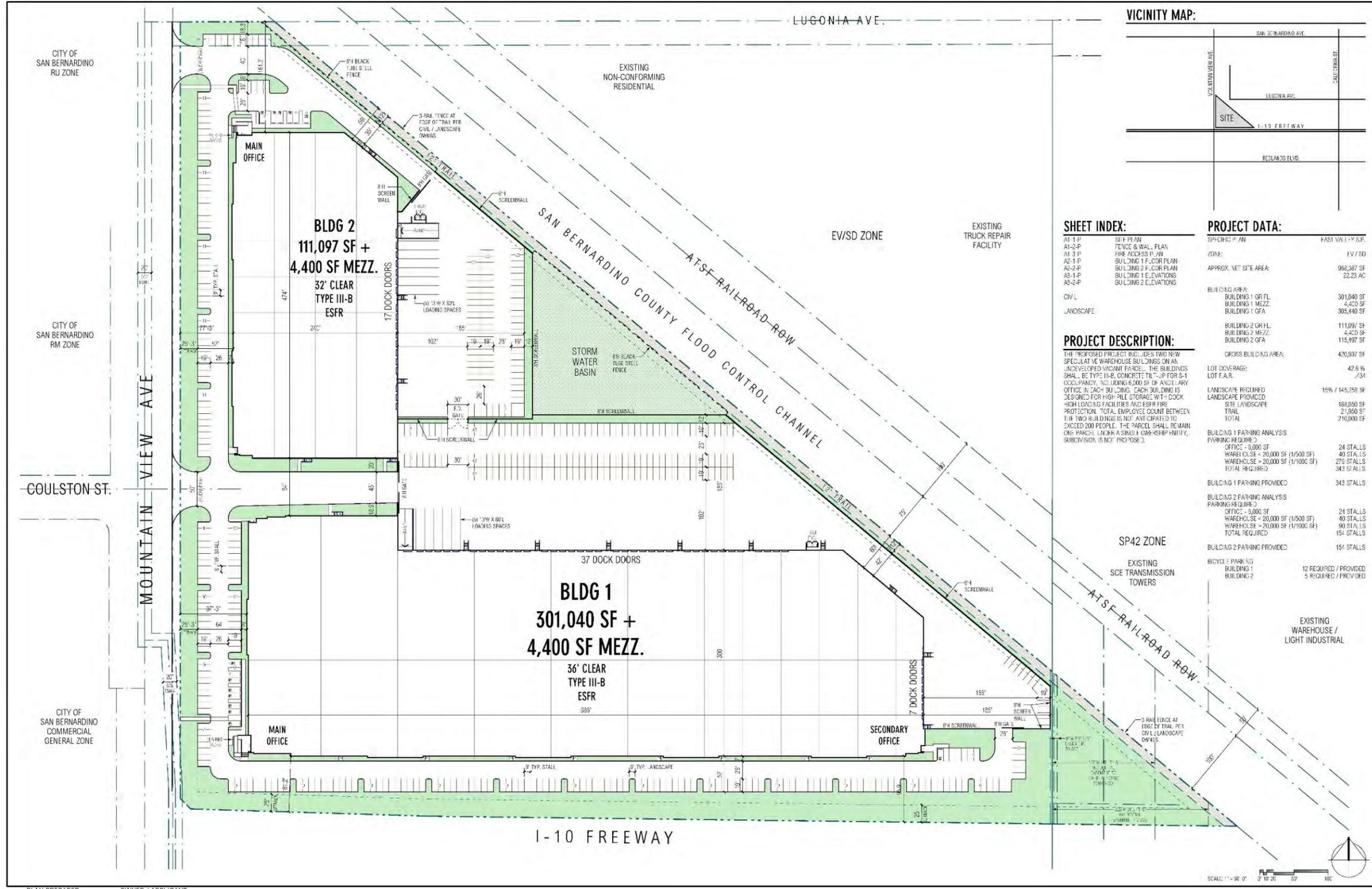
lot, a dense row of shrubs would form a low, screening wall. Among the parking spaces between the median and the building, camphor trees would be planted intermittently, and as they can grow as high as 65 to 95 feet, they would present the highest part of the forest canopy, along with the Mexican fan palms that grow to 100 feet. At maturity, the upper canopy trees would exceed the building height by 20 feet or more. At the corner of the freeway offramp and Mountain View Avenue, a cluster of Mexican fan palms, jacarandas, and various ground cover would form a focal point.

Closer to the building, trees with a more vertical presentation would occur including bottle tree and magnolia along the length of the south-facing wall, with a range of shrubs forming the middle canopy, ranging from hopseed bush, Texas ranger, coast rosemary, Tuscan blue rosemary, dwarf bottle brush, and Texas privet. Along Mountain View Avenue, Italian star pine and liquid amber trees would occur between the roadway and the parking lot on a bermed rise with layered, drought-tolerant ground cover and shrub masses between, and the wall of screen shrubs continuing between the planted median and the parking area. This design would continue to along the entrance drive to the 8-foot screen wall that separates the interior of the project site from the public areas. Close to the building, the magnolias and bottle trees would occur, along with the lower story shrubs and ground cover. Flowering accent trees would occur, including crape myrtle and jacaranda, would present intense bursts of seasonal color that would add to the visual interest.

Building 2 would continue with the same kind of landscape plan, with a multi-storied canopy and relatively dense perimeter forestation. Along the eastern perimeter, just southwest of the railroad alignment and flood canal, a row of Brisbane box trees would screen the project site from the development on the north side of West Lugonia Avenue.

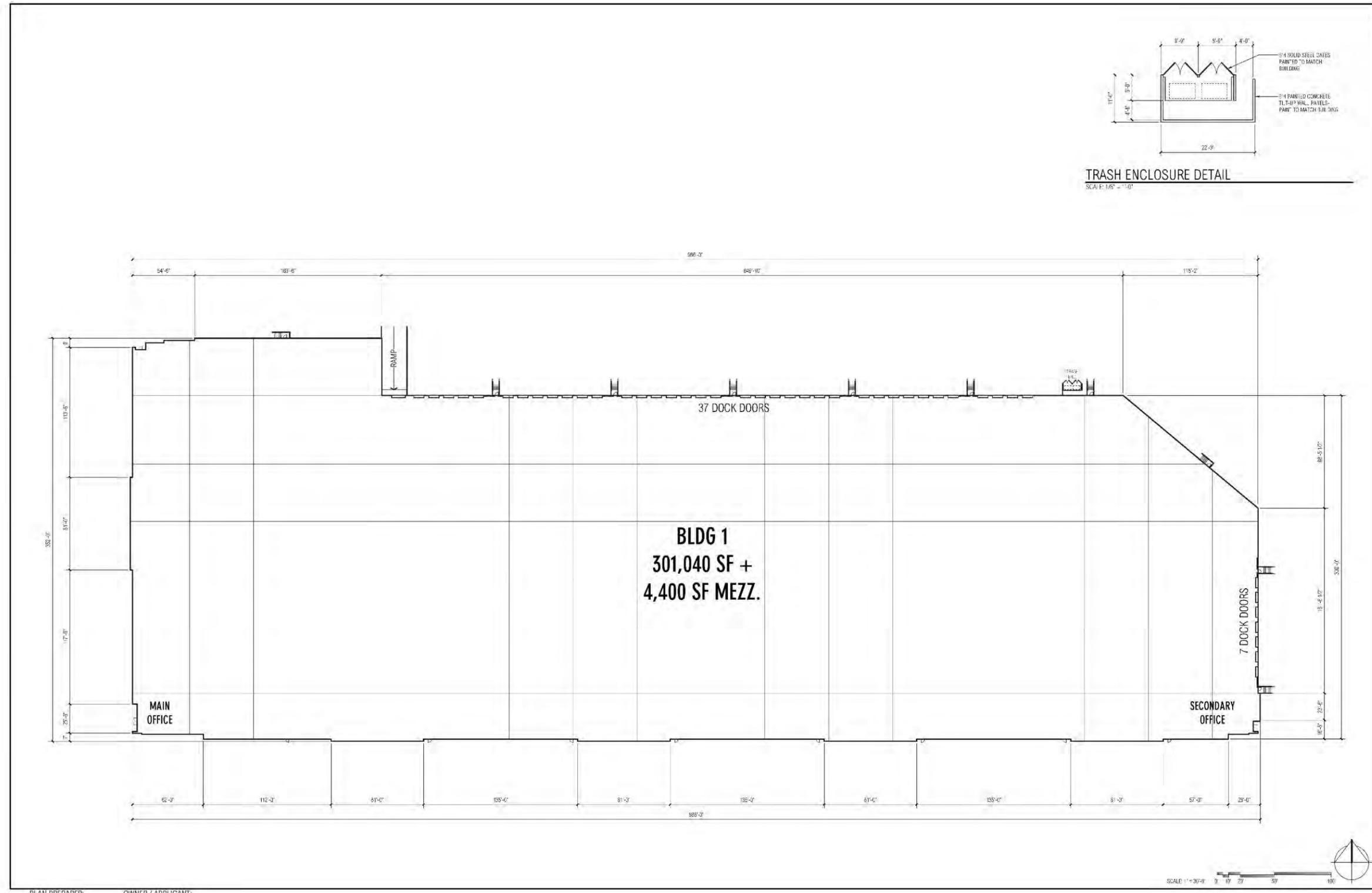
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Figure 7 Project Conceptual Plan View



Source: Duke Realty and RGA Architectural Design 2020

Figure 8 Building 1 Plan View



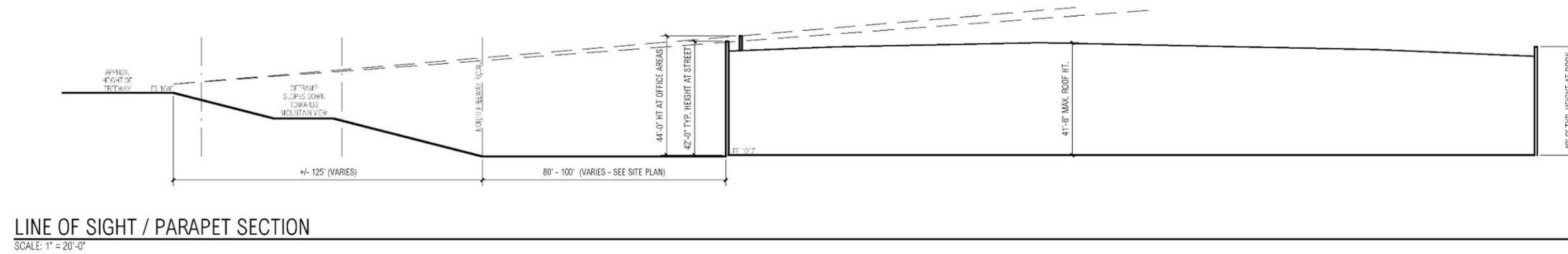
Source: Duke Realty and RGA Architectural Design 2020

Figure 9 Building 1 Elevation Views



Source: Duke Realty and RGA Architectural Design 2020

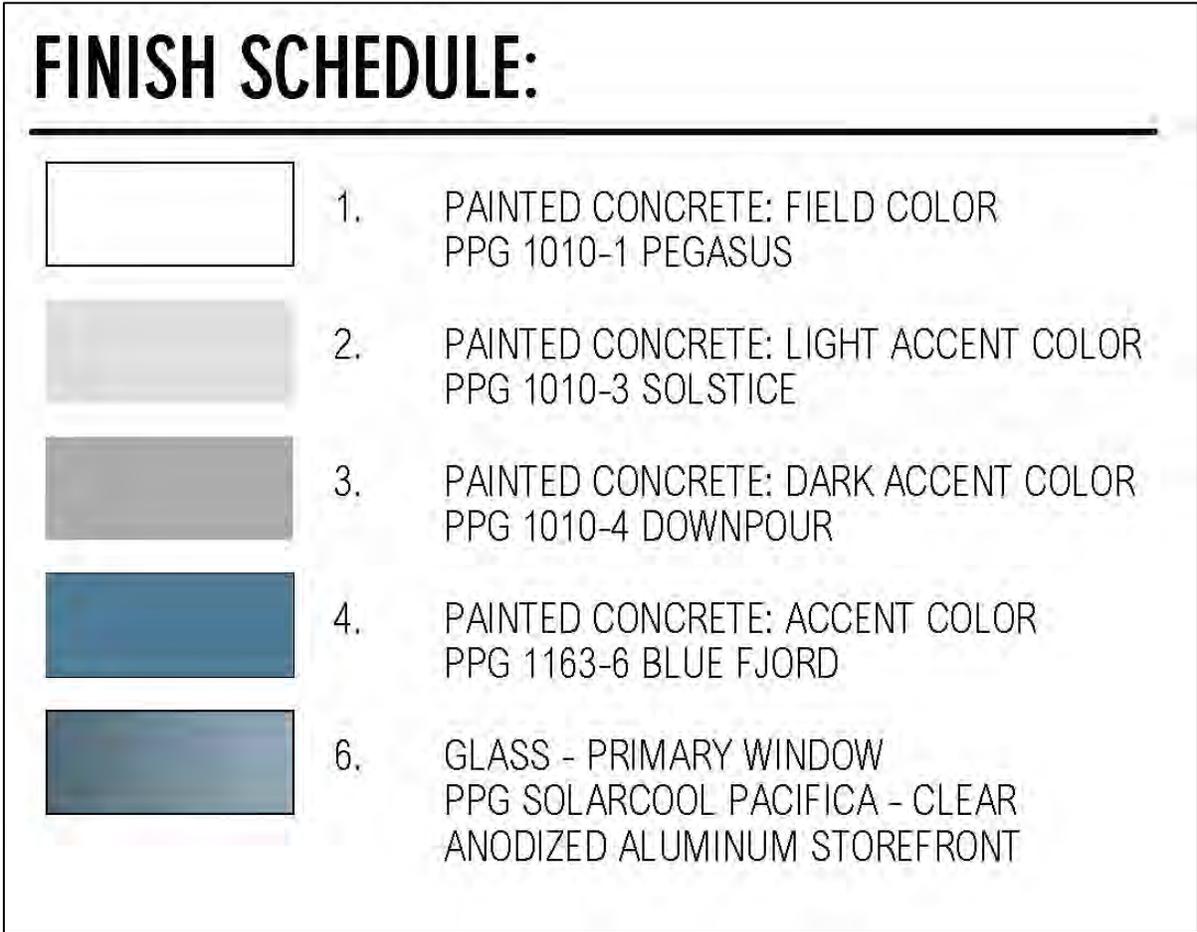
Figure 10 Building 1 Height and Line of Sight from I-10 and Off-ramp



Source: Duke Realty and RGA Architectural Design 2020

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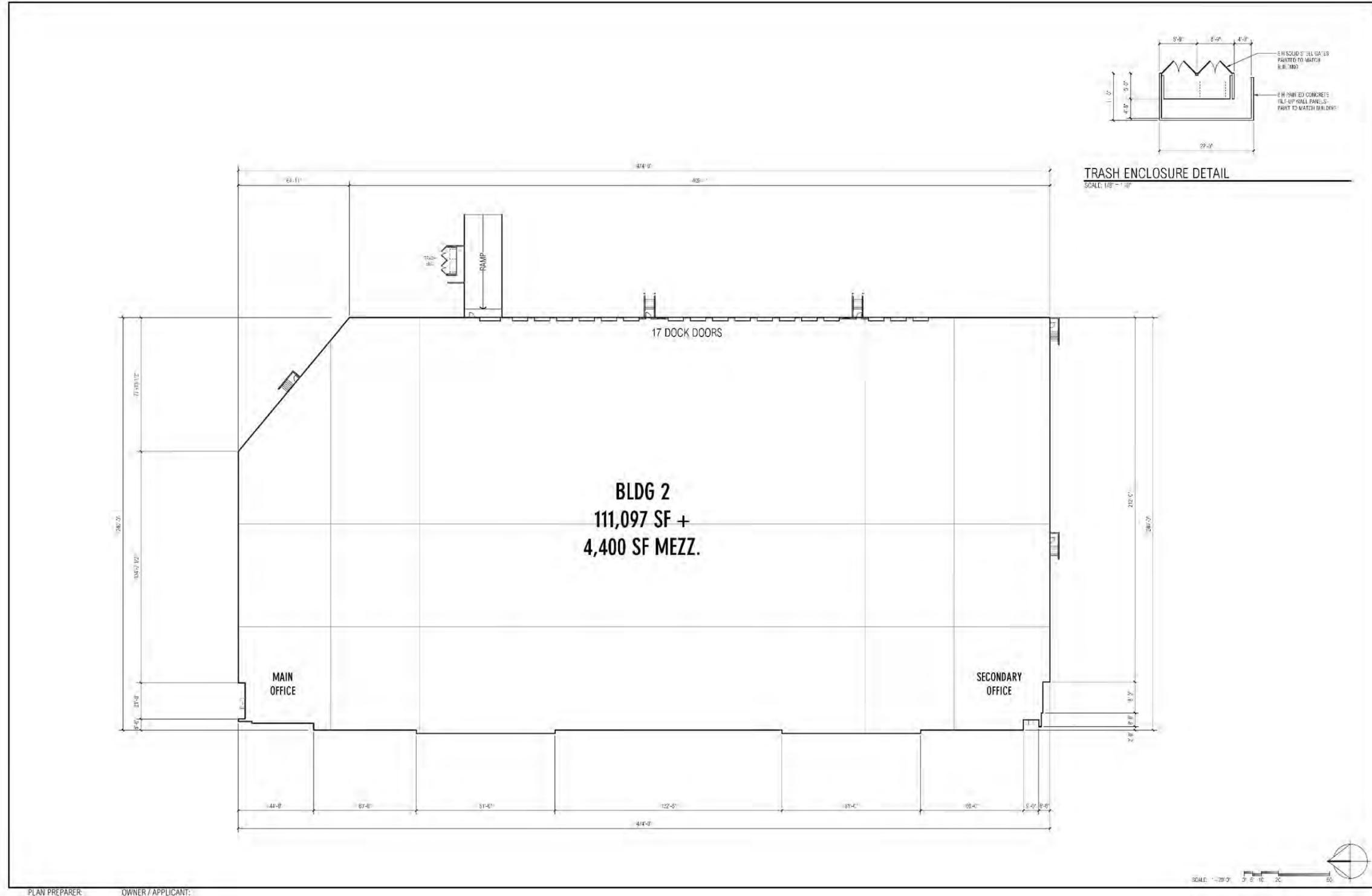
Figure 11 Paint and Window Palette



Source: Duke Realty and RGA Architectural Design 2020

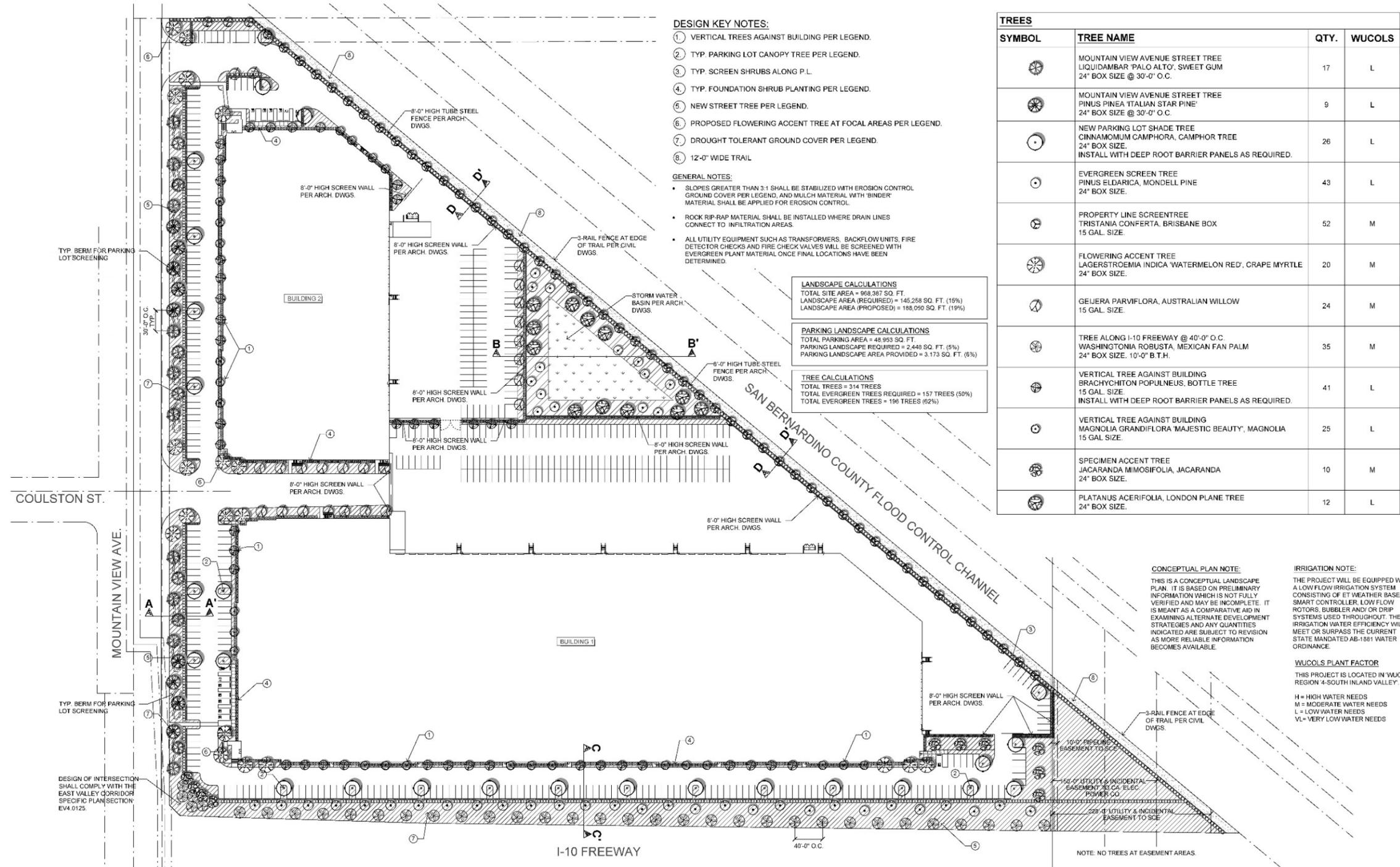
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Figure 12 Building 2 Plan View



Source: Duke Realty and RGA Architectural Design 2020

Figure 13 Landscape Plan



Source: Duke Realty and RGA Architectural Design 2020

3 Regulatory Setting

This section includes a discussion of the applicable state and local laws, ordinances, regulations, and standards governing visual resources to which the project should adhere during design and implementation.

State Regulations

California Scenic Highway Program

The California Scenic Highway Program was established in 1963 and placed under Caltrans' jurisdiction to protect the valuable scenic areas and views throughout the state. In this way, the Legislature recognized the vital role it played in protecting and enhancing the vitality, beauty, and quality of life in California through attending to this resource. Under the program, many State highways are designated officially or made eligible as scenic routes. An eligible highway may change to officially designated if the local jurisdiction adopts a scenic corridor protection program and then applies to Caltrans for approval. Caltrans manages the program, provides guidance, and assists local government agencies, community organizations, and citizens with the process to officially designate scenic highways (Caltrans 2020).

Local Regulations

City of Redlands General Plan 2035

The City's General Plan 2035 includes provisions for preserving the aesthetic quality of the city through the establishment of principles and implementation of actions in support of a distinctive, livable, connected, and vital city. This includes topics as broad as the style and arrangement of buildings, the type and density of landscaping materials, and the way roadways are designed to connect diverse parts of the city. Provisions specific to visual resources follow.

2.3 Streets Trees and Streetscapes

As Redlands is named a "Tree City" by the National Arbor Day Association, the City considers trees among the community's most valuable assets, providing environmental benefits, enhancing the quality of life, and offering habitat for wildlife. Principles in the General Plan include promoting cohesive streetscape through ongoing urban forestation, using trees to establish or reinforce city gateways and convey they spirit of the city.

2.4 Citrus Groves/Farms

As part of an ongoing effort to maintain and enhance the historic connection to the citrus industry, the City encourages conservation and expansion of citrus groves throughout the city, including as street frontage plantings, where feasible. Figure 2-3, Citrus Groves and Entryways, in the General Plan identifies the area adjacent to the project site, on the south side of I-10 as a Citrus Entryway and it appears that a small grove of dwarf citrus has been planted between the highway and the railroad right of way.

City of Redlands Architectural Guidelines

Pursuant to Section 18.12.170 of the City’s Municipal Code, the City established architectural guidelines for non-residential development outside the Downtown area. These guidelines guide design professionals, property owners, staff, and decision makers by providing clear, shared expectations for the planning, design, and review of development proposals. The guidelines offer examples that show the preference for retaining the culture and historic character of Redlands. Topics covered include building articulation, windows, entryways, building materials, contextual design, signage, energy efficiency, public art, site design, and landscaping, among others.

East Valley Corridor Specific Plan

The East Valley Corridor Specific Plan is a multi-jurisdictional document that aims to strengthen the local economy by attracting major businesses while ensuring the orderly and aesthetic development of industrial, commercial, and residential areas. When it was adopted, the plan area was largely undeveloped, and more than half was under agricultural production. Today, commercial and light industrial development has occurred and includes large commercial complexes, such as the Mountain Grove and Citrus Plaza shopping centers less than three miles from the project site. Elsewhere, large warehouse and distribution uses dominate, including on the north side of Lugonia Avenue, across the flood channel from the project site. The Citrus Valley High School is another important addition to the Specific Plan area as it has contributed increased residential development in the area east of the project site, near West Pioneer Avenue and Texas Avenue. The Specific Plan provides its own architectural and design guidelines, as well as landscaping specifications. Table 2 summarizes key design requirements.

Table 2 East Valley Corridor Specific Plan Design Requirements

| Criteria | Detail |
|-------------------|--|
| Site Design | <ol style="list-style-type: none"> 1. Maximize existing view of mountain ranges, open space, palm rows, or other view amenities 2. Vary building placement to include parallel and skewed angles to the street plane to provide diversity and discourage continuous building facades along street frontage |
| Building Design | <ol style="list-style-type: none"> 1. Design buildings to be attractive from all sides, not just the front elevation and provide architectural façade treatments on all parts of the buildings exposed to public views 2. Design accessory buildings and enclosures similar and with same materials as main building 3. Minimize large, continuous surface treatments with changes in texture, relief, or materials and use planters, varied roof lines, decorative windows, and accent panel treatment where possible 4. Corrugated metal buildings are prohibited, and painted metal facades are discouraged |
| Rooftop Treatment | <ol style="list-style-type: none"> 1. Design building architecture to screen rooftop equipment from taller, surrounding structures 2. Paint rooftop equipment to match the roof color 3. Design and install rooftop solar collectors, skylights, and other potentially reflective elements in a way that prevents glare and obstruction of views from surrounding uses and structures. Screen equipment with an enclosure compatible with the building design, if it will extend above the building mass. |

| Criteria | Detail |
|----------------|--|
| Site Lighting | <ol style="list-style-type: none"> 1. Install functional, coordinated, and visually attractive lighting in pedestrian walkways, building entries, driveways, and parking, and at hazardous locations 2. Place lights to avoid glare or spillage onto neighboring sites 3. Provide uniform illumination in parking lots and driveways at a minimum 0.5-foot candle level 4. Use concealed source fixtures except for accent lights 5. Shield lighting and keep them below fences and rooflines in loading and storage locations 6. Do not use exterior, wall-mounted floodlights 7. Use only internally illuminated lighted signs 8. Design light fixtures and structures to be architecturally compatible with buildings 9. Keep walkway lighting fixtures at or below 12 feet 10. Keep parking lot fixtures at or below 30 feet |
| Street Trees** | Liquid amber "Palo Alto" Cajeput Tree, <i>Malaleuca quinquenervia</i> Italian Star Pine, <i>Pinus pinea</i> |

* from property line

** planted in random spacing or clusters at the equivalent to one tree per 30 linear feet

Source: City of Redlands 2002

Landscape design is specified by major arterial roadway, with the goal of created unified streetscape themes throughout the planning area and incorporating consistent setbacks, street planting, berming, walls, and sidewalks (City of Redlands 2002). Key to this unity is continuing the grid of Mexican fan palms (*Washingtonia robusta*) north and south of I-10 with understory plantings of canopy trees, shrubs, and groundcover that offer shade and color and create a human scale to the streetscape.

On Mountain View Avenue, the design objectives are to establish an attractive entrance to the specific plan area and to maintain continuity with Loma Linda's streetscape design. The Specific Plan specifies building setbacks and plantings appropriate to meet these objectives. Table 3 summarizes these details.

Table 3 Landscape Design Guidelines along Mountain View Avenue

| Criteria | Detail |
|--|---|
| Setbacks | Buildings 25 feet* Parking 25 feet* |
| Sidewalks | 6-foot, separated from back of curb |
| Groundplane | Berms or other screening is required where parking is visible from the right-of-way |
| Groundcover within public right-of-way | Turfgrass and Gazania in "sunrise yellow" |
| Street Trees** | Liquid amber "Palo Alto" Cajeput Tree, <i>Malaleuca quinquenervia</i> Italian Star Pine, <i>Pinus pinea</i> |

* from property line

** planted in random spacing or clusters at the equivalent to one tree per 30 linear feet

Source: City of Redlands 2002

Certain intersections are also called out as part of the streetscape design component of the Specific Plan to ensure a unified character throughout the planning area. The northeast corner of the intersection of Mountain View Avenue and I-10 is considered a secondary intersection with the requirement that clear sight be established and that maximum height of visual barriers, including signs, vegetation, fences, and walls not exceed 36 inches from the top of the curb or 44 inches above the street surface (City of Redlands 2002). This intersection occurs adjacent to the southwest corner of the project site.

Redlands Municipal Code

Section 15.36 et seq. Sign Code

The City's Sign Code provides specific sign criteria for the various land uses proposed in Redlands, including light industrial development. The Development Services Department has the responsibility of reviewing and approving all applications for signs and banners in Redlands. Both the Planning Division and Building and Safety Division have specific criteria and requirements that must be satisfied for a permit to be issued. These criteria include height, style, and lighting design limitations.

Section 18.108 et seq. Light Industrial Development

This section stipulates provisions that limit lot area, building height (50 feet), ensure front, side and rear yards are included, require walls between residential, school, and park uses, and designate minimum landscaping areas (10 feet in front yards adjacent to streets) in accordance with Sections 18.168 et seq. Section 18.108.260 provides that light industrial uses shall not emit glare to the degree that it is detectable at the boundary of the lot on which the use is located.

Section 18.144.260 Public Space Lighting

In addition to standard streetlights for all dedicated streets, a system of adequate lighting shall be provided for all private interior streets and walkways. The spacing and height of all light support structures, and the intensity of all lights, shall be reviewed by the public works department to determine the adequacy of such lighting for safe pedestrian and vehicle circulation.

Section 18.168 et seq. Landscaping

This section of the municipal code works to ensure that landscaping is implemented and maintained to enhance, conserve, and stabilize property values and to encourage pleasant and attractive surroundings in all zones of the city. The subsections regulate size, type, and density of landscaping as well as the maintenance requirements.

4 Impact Assessment

Scenic Vistas

Scenic vistas from public viewing areas are not formally designated in the area around the project site, although the view looking north, northwest, and south from I-10 is representative of valley views of the nearby mountains in the Inland Empire region of southern California. In Redlands, these representative views are particularly striking because the mountains are nearby (less than 10 miles overland). I-10 has an elevated alignment where it parallels the project site's southern boundary, rising from a bermed above-ground alignment to an overpass where it crosses Mountain View Avenue. From this alignment, Building 1 would intervene in the view from the highway toward the northern and northwestern mountains. Figure 10 provides a rendering of the approximate line of sight from the roadway looking toward Building 1. At 44 feet high at their tallest, the project buildings would not entirely obscure views of the mountains in the near distance. Even though the building would become another component in the landscape intervening between viewers passing on I-10 and the north and northeast mountains, it would not be tall enough to entirely obscure the mountains. Furthermore, the views are notable but not to the degree to merit regulatory protection. Thus, the impact would be less than significant for scenic views and vistas.

Scenic Roadways and Corridors

Neither the I-10 looking north/northwest nor Mountain View Avenue is formally designated as a State or local scenic highway (see Table 1). While the view from I-10 across the project site includes the nearby mountains and could be considered moderately high in visual quality, the foreground view across the project site from the highway is not particularly notable and includes unmaintained, ruderal vegetation with ununified views of other industrial development, including the highly visible 200 kV lines east of the project site. The project would introduce an industrial campus with buildings designed to the expected standards for concrete, tilt-up construction but with features that break up the unilinear horizontality of the wall surface (see Project Characteristics, above). Furthermore, all rooftop mechanical equipment would be screened using materials that match the color palette and surface finishes of the rest of the building. While the project would be close to the highway, and thus be highly visible to west-bound travelers, these travelers would not be expected to have a high degree of sensitivity as they would consist largely of commuters who travel the corridor for work or to reach a vacation destination, including the downtown area of Redlands.

Visual Quality and Character

Along Mountain View Avenue, existing development on the west side of the roadway varies in visual quality and design and looking east, the views of the mountains are degraded by the unmaintained, ruderal vegetation, industrial transmission lines, and other industrial and residential development. The project components would largely obscure view of the mountains, but would add to the build-out envisioned by the East Corridor Specific Plan and introduce regularly maintained, multi-storied, dense urban forestation in the form of landscaping on all sides of the site. While the views would change, the quality of those views would be in line with the spirit of the specific plan and would remain moderately high.

Generally, around the project site visual quality is moderately low to moderate as development is unremarkable and vacant lots are unmaintained and feature no notable landscaping. The freeway,

transmission lines, and other development create a strong contrast with the background mountainsides. Travelers on Mountain View Avenue would have low to moderately low viewer sensitivity as the development north of the project site is orderly but not notable. Travelers on I-10 would have the same sensitivity, as described above, because they would largely be commuters with a low expectation for high quality views. Nonetheless, the City's General Plan and the areawide specific plan intend that visual quality be enhanced by new development.

The project would introduce new development in the form of a two-story, rectangular, industrial buildings, parking lot, and fences, surrounded with a generous landscape plan. The development would intervene between the nearby foothills and mountainsides and would become a prominent feature in a currently undeveloped area. The project includes design provisions that break up horizontal massing with varied roof heights, fenestration, and the introduction of color block elements in otherwise undifferentiated expanses of wall. The color palette would be in keeping with nearby, similar uses. Finally, the landscape plan would introduce a dense, multi-storied on-site urban forest that would both break up the uniformity of the buildings by adding texture and color, and improve the visual quality of the area immediately around the site as it currently exists. The textures that the fairly dense, multi-storied perimeter forestation would evoke would be essential to disrupting the uniform, rectangularity of the industrial building. Some would flower and foliage would vary in color and size, creating a landscape with a higher degree of visual interest and quality than the proposed buildings alone, or the existing conditions (i.e., vacant, unlandscaped lot).

The project design plans do not include signage design. This would need to be developed and evaluated for conformance with Redlands Municipal code Section 15.36 et seq. Although monument signs and lighting building signs are allowed under this ordinance, at this site they should not extend higher than the building and should be back-lit if lighted.

As project design would be in keeping with the requirements of the specific plan for industrial development and would include varied massing and landscaping that continues to enhance the unified streetscape with palm, liquid amber, magnolia, and other species that occur throughout the area, the impacts to visual quality and community character would be less than significant and beneficial.

Light and Glare

The proposed project would introduce new sources of light and glare on the currently undeveloped project site. This would include light from building safety fixtures, parking lot lights, and pedestrian walkway lighting. New sources of glare would be generated by cars parked in the perimeter stalls around the front and sides of the building and those in the back area, behind the gated fences. Trucks and cars entering and exiting the project site during the day could generate temporary glare as they waited to enter traffic lanes on Mountain View Avenue. They could also generate glare at night when headlights are shining as they travel on perimeter roads and onto Mountain View Avenue from the parking areas and loading dock areas. Finally, east-facing windows could generate significant glare on a sunny day, particularly in mid-summer. This includes from windows along the east sides of both buildings. The Impacts could be significant.

No lighting plan is included in the current plan set, but it is assumed that a lighting plan will be submitted as part of the conditional review process and that the City will ensure compliance with the Redlands Municipal Code ordinances that govern number and luminosity of safety and parking lights. The height of parking lot light poles would also fall under this design review process. Therefore, upon submittal of a lighting plan that complies with these regulations, impacts from

lighting should be less than significant and in keeping with the level of light anticipated by the East Corridor Specific Plan.

The density of the landscape plan should mediate much of the parking and circulation glare. As the landscape plan includes numerous varieties of trees that have large, spreading canopies, upon maturity these trees should mitigate glare impacts. Glare generated by vehicles entering and exiting the project site would be temporary and would cease when the vehicle moves into traffic. All fenestration is screened by trees planted close to the buildings and the large bank of windows on the southern elevation would not be subject to direct sun. These design features would reduce glare impacts to less than significant.

5 References

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