1. **Project Title:** LBA Redlands Warehouse Building:
Commission Review and Approval No. 938 (CRA No. 938)

2. **Lead Agency Name and Address:**
City of Redlands
Development Services Department
35 Cajon Street, Suite 20
Redlands, CA 92373

3. **Contact Person and Phone Number:**
Ryan Murphy
Contract Planner
(909) 798-7555, Ext. 2

4. **Project Location:** The Project Site is located at 350 Iowa Street, in the city of Redlands, San Bernardino County. The 9.44-acre property is currently used for light industrial purposes (contractor's storage yard with primarily metal pipe components) and is bounded by light industrial land uses to the north, east, west. Adjacent to the south is the Orange Blossom Trail and beyond are agricultural uses with citrus groves and three single-family residences on large lots with ancillary agricultural buildings. The Project Site (Assessor's Parcel Number 0292-158-16) is in the western portion of the city of Redlands (see Figure 1 - Regional Vicinity and Figure 2 - Project Vicinity). The Project Site is found on the Redlands USGS Quadrangle map, within Township 1 South, Range 3 West, Section 29, San Bernardino Base and Meridian (see Figure 3 – Site Location: USGS).

5. **Project Sponsor's Name and Address:**
LBA Realty/LBA Logistics
3347 Michelson Drive, Suite 200
Irvine, California 92612

6. **General Plan Designation:** Commercial / Industrial

7. **Zoning:** East Valley Corridor Specific Plan – Commercial Industrial (EV/IC)

8. **Project Description:** LBA Realty/LBA Logistics (Project Applicant) is requesting approval for a Commission Review and Approval (CRA No. 938) to develop a 181,100 square-foot (SF) non-refrigerated warehouse on 9.44 gross acres of vacant land on the east side of Iowa Street, north of Orange Blossom Trail and West Citrus Avenue. The building is designed to include a mezzanine level 4,000 square-foot office, 27 truck dock positions,

two at-grade loading doors, 30 trailer stalls, 231 automobile parking stalls, and related site improvements including landscaping, lighting, utilities, and drainage improvements (see Figure 4 – Site Plan and Figure 5 - Elevations).

Based on the building size and layout, it is anticipated that the operation would employ approximately 120 total employees, including office personnel.[1] While no tenant(s) has been identified at this time, logistics/warehouse operations typically involve shifts so that not all 120 employees are anticipated to be on-site at the same time.

The Project Site is generally flat, gently sloping from east to west with an elevation of approximately 1,220 feet above mean sea level (amsl) in the central portion of the site to approximately 1,200 feet amsl in the western portion. The Project Site is completely disturbed by a contractor's storage yard. The Project Site is currently zoned Commercial Industrial (EV/IC) in the East Valley Corridor Specific Plan. The Proposed Project is an allowable use within the EV-IC district, and is also consistent with the City of Redlands General Plan land use designation as Commercial/Industrial.

Access to the Project Site would be provided by two proposed 36-foot-wide driveways off of Iowa Street (west side of project site). Regional access to the site includes Interstate-10 ramps at Alabama Street and I-10 ramps at California Street. The Project Site is approximately 5.2 miles south of the San Bernardino International Airport.

Stormwater management on-site includes a proposed underground detention/infiltration system designed to mitigate the San Bernardino County Low Impact Development (LID) Best Management Practices (BMP) Design Capture Volume requirement, and the hydromodification requirements for volume, peak discharge, and time of concentration. The Applicant is responsible for long-term maintenance of WQMP stormwater facilities.

In compliance with the CalGreen Code, the 231 parking spaces includes 19 clean air/van pool vehicle spaces (to be determined by the tenant), and 14 spaces for future electrical vehicle charging stations (to be installed by the tenant).

Landscaping is designed around the perimeter as well as within various parking areas and outdoor seating area. The facility will provide approximately 63,093 square-feet of landscaped area (approximately 15.3 percent of the net lot area), which complies with the development standard for 15 percent minimum landscape area (see Figure 6 - Landscape Plan). The black tubular steel fence that exists on all sides of the property boundary will remain in place and be incorporated into the landscape plan. The Iowa Street frontage would be lined with London Plane Tree, while the north, south and east sides of the Project would be lined with shrubs.

Off-site improvements include: new curbs, gutter, sidewalks, driveways, disabled access ramps, and parkway improvements.

[1] The number of employees is estimated based on the US Energy Information Administration employee factor of 1 employee for every 1,500 SF of warehouse space and 600 SF for office personnel.

Construction is anticipated to occur in one phase, beginning in Summer 2023, lasting approximately 10 months.

9. Surrounding Land Uses and Setting: The Project Site is located in a developed area of the city with light industrial and commercial service uses. It is surrounded by light industrial uses and commercial services businesses to the north, east and west, and is adjacent to the Orange Blossom Trail to the south. Adjacent property uses and land use designations are shown below in Table 1 – Existing Land Uses and General Plan Designations.

Table 1
Existing Land Uses and General Plan Designations

Location	Existing Land Use	General Plan Designation	Zoning
Project Site	Contractor's Storage Yard	Commercial / Industrial	East Valley Specific Plan – Commercial Industrial (EV/IC)
North	Industrial warehouse, multi-tenant light industrial buildings	Commercial / Industrial	East Valley Specific Plan – Commercial Industrial (EV/IC)
South	Orange Blossom trail; Mission Channel; Citrus Avenue; citrus agriculture	Commercial / Industrial; Linear Park (Orange Blossom Trail)	East Valley Specific Plan – Commercial Industrial (EV/IC)
East	Mini-storage, multi-tenant light industrial buildings	Commercial / Industrial	East Valley Specific Plan – Commercial Industrial (EV/IC)
West	Iowa Street; multi-tenant light lndustrial buildings	Commercial / Industrial	East Valley Specific Plan – Commercial Industrial (EV/IC)

10. Other public agencies whose approval is required:

- Regional Water Quality Control Board, Santa Ana Region (SWPPP).

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

On March 17, 2022, the City of Redlands notified the following tribal entity representatives of the Proposed Project and that the 30-day timeframe in which to request consultation would end April 18, 2022, in accordance with AB52:

- Andrew Salas, Chairman, Gabrieleno Band of Mission Indians - Kizh Nation. No response received.
- Ann Brierty, THPO, Morongo Band of Mission Indians. Response from tribe received after 30 days.
- Jessica Mauck, THPO and Director of Cultural Resources, San Manuel Band of Mission Indians. Response received requesting mitigation measures. Consultation has concluded.
- Mr. Joseph Ontiveros, THPO and Director of Cultural Resources, Soboba Band of Luiseño Indians. No response was received.
- Thomas Tortez, Chairman, Torres-Martinez Desert Cahuilla Indians. No response received.

Mitigation measures requested by the San Manuel Band of Mission Indians as part of the consultation have been incorporated, as appropriate, into the Initial Study and consultation was concluded. The Morongo Band of Mission Indians was also informed that mitigation measures would be included in the project as Conditions of Approval.

12. Related Technical Reports (incorporated by reference): The technical studies/reports referenced herein and listed in the References section at the end of this Initial Study have been used to analyze the project. All reports are available for review at the City of Redlands Development Services Department.

- *Air Quality, Greenhouse Gas, and Health Risk Assessment Technical Study for the LBA Redlands Warehouse Building Project*, Meridian Consultants, May 2022
- *Cultural Resources Study for the 350 Iowa Street Project*, Brian F Smith and Associates, Inc, July 25, 2022
- *Geotechnical Investigation Proposed Warehouse Building, 350 Iowa Street, Redlands, California*, Geotechnical Professionals, Inc., June 29, 2021
- *Phase I Environmental Site Assessment Report*, Partner, June 28, 2021
- *Preliminary Hydrology Study for LBA Warehouse Redlands*, DRC Engineering, Inc, October 4, 2021.
- *Preliminary Water Quality Management Plan for LBA Warehouse Redlands*, DRC Engineering, Inc, October 5, 2021
- *Noise Analysis Technical Report for the LBA Redlands Warehouse Building Project*, Meridian Consultants, May 2022
- *LBA Redlands Traffic Analysis*, Urban Crossroads, May 13, 2022
- *LBA Redlands Warehouse Vehicle Miles Traveled Screening Evaluation*, Urban Crossroads, January 21, 2022

13. Evaluation Format: This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on twenty-one (21) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures).
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study, the City of Redlands Planning Commission finds:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the Proposed Project would have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Signature — Date 2/28/23

Ryan Murphy — Printed Name

City of Redlands — For

N

0 0.5

Mile

Source: Lilburn Corp., November, 2022.

LILBURN CORPORATION

REGIONAL LOCATION

LBA Redlands

City of Redlands, California

FIGURE 1

N

0 165

Feet

Source: Lilburn Corp., November, 2022.

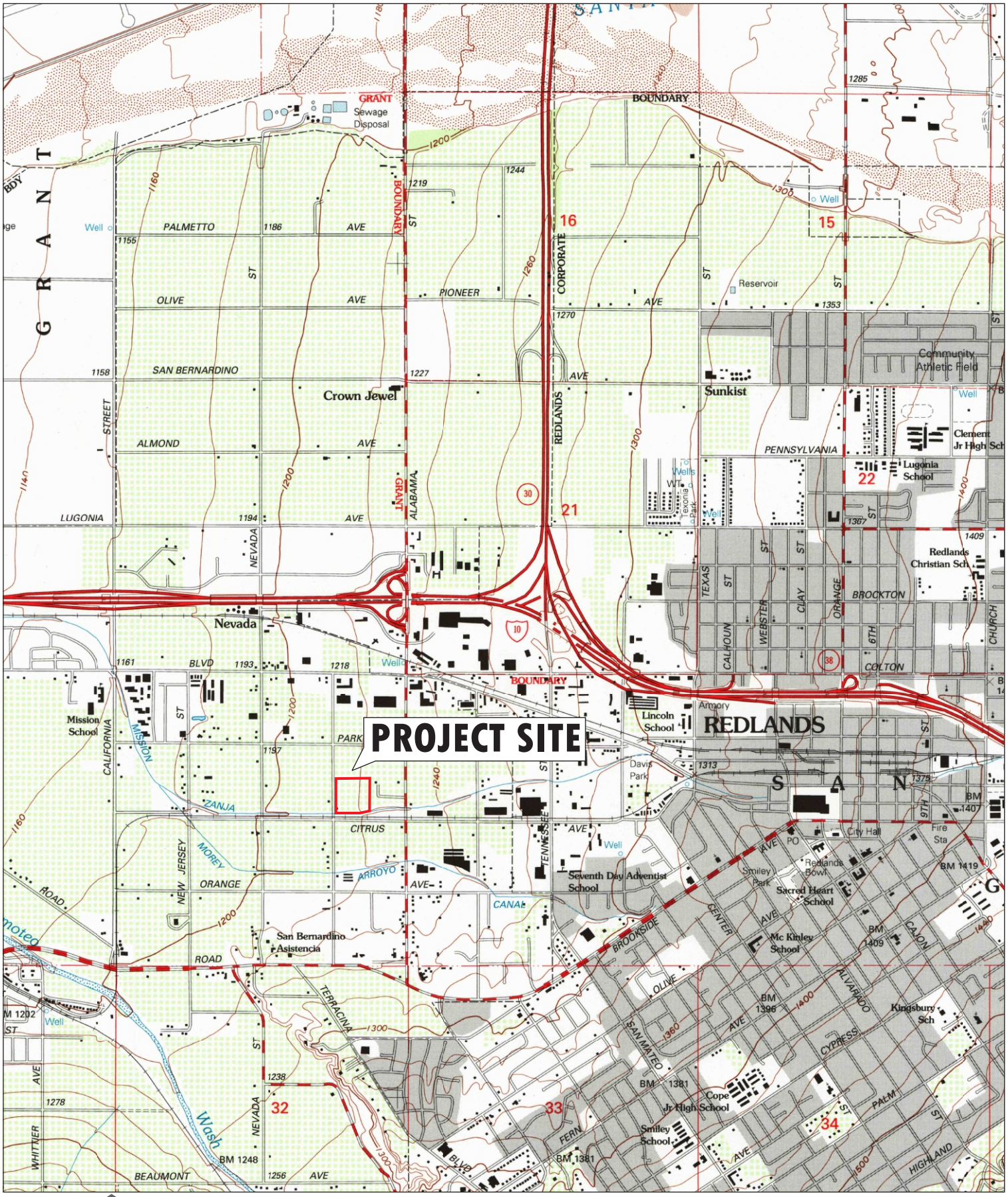
LILBURN CORPORATION

PROJECT VICINITY

LBA Redlands

City of Redlands, California

FIGURE 2



0 0.5 Miles

Source: Lilburn Corp., November, 2022.

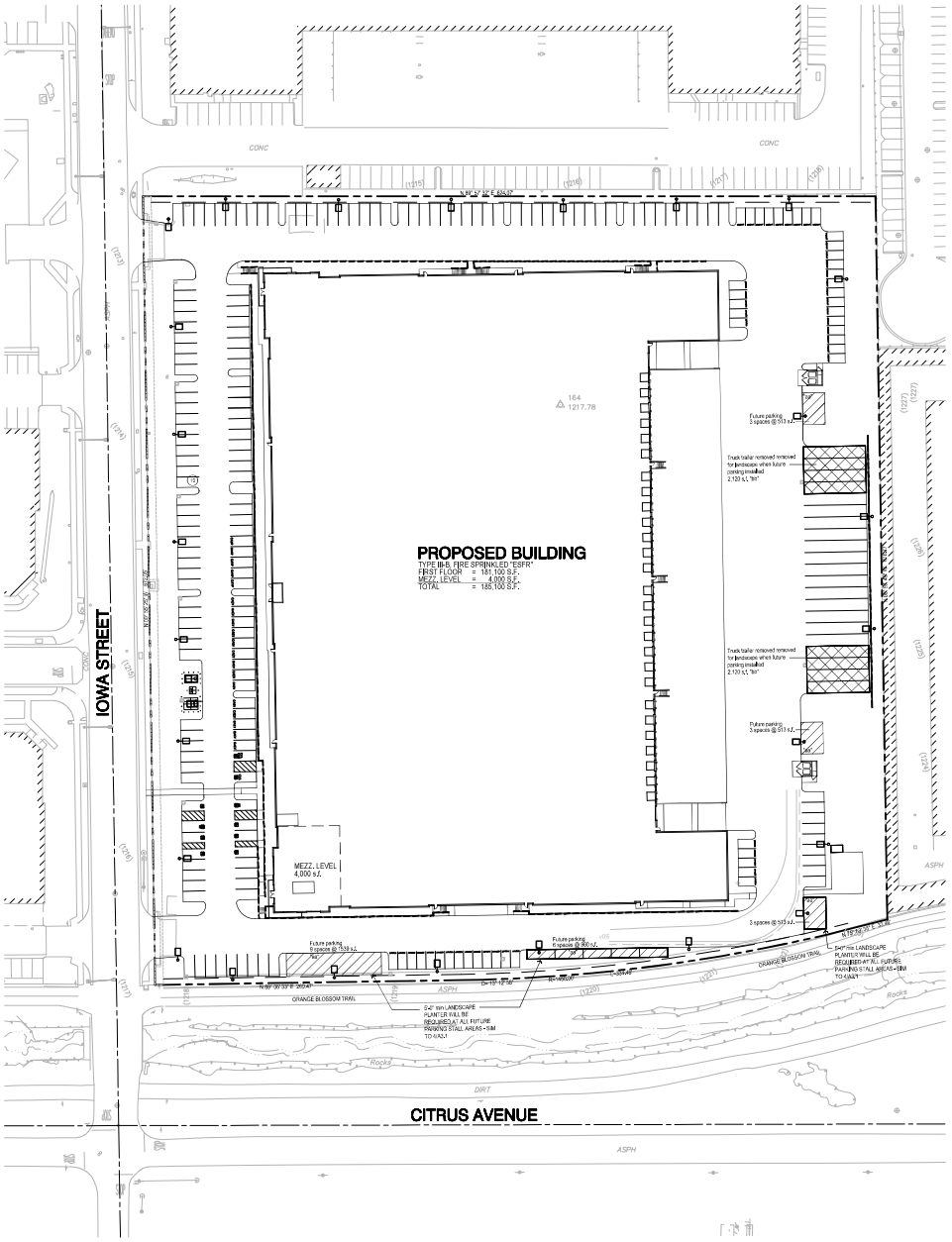
LILBURN CORPORATION

USGS MAP

LBA Redlands

City of Redlands, California

FIGURE 3



PROJECT SITE PLAN FOR FUTURE PARKING / LANDSCAPE CALCULATIONS

SCALE: 1" = 40'-0"

0 10' 40' 100'

SCALE: 1" = 40'-0"

PARKING SUMMARY

PARKING REQUIRED:		
WAREHOUSE (up to 20,000 s.f.)	20,000 SF (1:500)	40 SPACES
WAREHOUSE (over 20,000 s.f.)	157,100 SF (1:1000)	158 SPACES
OFFICE/MEZZ.	8,000 SF (1:250)	32 SPACES
TOTAL:		230 REQUIRED
PARKING PROVIDED:		
STANDARD PARKING (9' x 19'):		157
COMPACT PARKING (8' x 15'):		47 (b)
ADA STALLS		8 (2 van)
ADA ACCESSIBLE FUTURE EV CHARGING SPACES		2 (1 van)
TOTAL:		214 (a) PROVIDED

(a) "Per Section EVA.2.090 (b) 15% parking converted to landscape = 21 space reduction"
(b) 214 sp – 25 (a) = 189 sp / 47 comp = 25%

FUTURE PARKING / LANDSCAPE CALCULATIONS:

FUTURE PARKING LOCATION LEGEND:

"sa" Denotes locations future parking installation: +21 spaces
"Per Section EVA.2.090 (b) 15% parking converted to landscape = 21 space reduction"

Total parking with future parking installation: 231 PROVIDED

LANDSCAPE LEGEND:

TOTAL SITE AREA:	411,883 S.F.
TOTAL LANDSCAPE AREA REQUIRED: (15%)	61,883 S.F.
50 sf per Compact Parking space: (47 sp x 39)	1,418 S.F.
TOTAL ADJUSTED LANDSCAPE REQUIRED AREA:	63,073 S.F.
TOTAL LANDSCAPE AREA: (calmed)	63,060 S.F.
TOTAL LANDSCAPE PERCENTAGE:	15.3%

LANDSCAPE CALCULATIONS w/ REDUCED PARKING ADDED BACK:

REDUCED LANDSCAPE AREA for FUTURE PARKING "sa"	-4,009 S.F.
ADJUSTED LANDSCAPE AREA:	59,055 S.F.
ADDED LANDSCAPE AREA (truck trailer parking removed) "trl"	+4,248 S.F.
TOTAL LANDSCAPE AREA: (future)	63,288 S.F.
FUTURE TOTAL LANDSCAPE PERCENTAGE:	15.4%

"trl" Denotes area of truck trailer parking that when future parking is installed will be converted to landscape area.

FUTURE GATE GENERAL NOTE:
IF ANY GATES ARE INSTALLED IN THE FUTURE - ALL CODE REQUIREMENTS / PERCENTAGES WILL HAVE TO MAINTAINED.

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San Diego, CA 92128
858.793.4777 | sca-ed.com

LBA REDLANDS
350 IOWA STREET
REDLANDS, CALIFORNIA

REVISION DATES:
1st RESUBMITTAL 5-16-22
2nd RESUBMITTAL 6-6-22
3rd RESUBMITTAL 9-21-22
4th RESUBMITTAL 10-14-22

ISSUE DATES:
PLANNING: -
DESIGN DEVELOPMENT: -
PLAN CHECK: -
BID SET: -
PERMIT SET: -
CONSTRUCTION SET: -

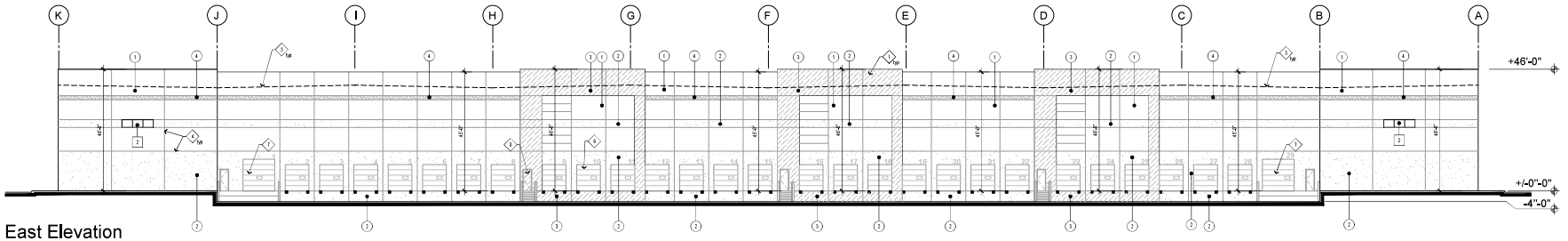
DRAWING DATE: 10-7-21
CHECKED BY: DS
DRAWN BY: NH
SCALE: 1" 40'-0"
JOB NUMBER: 21022.S
SHEET NUMBER: A1.1

SITE PLAN

LBA Redlands
City of Redlands, California

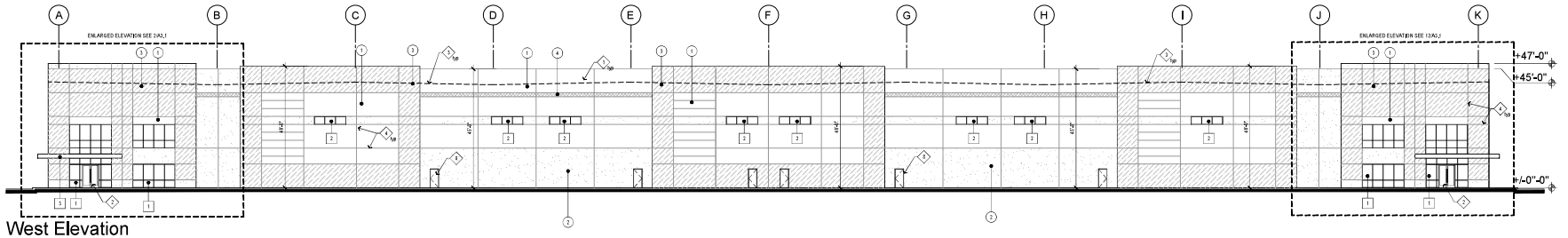
LILBURN CORPORATION

FIGURE 4



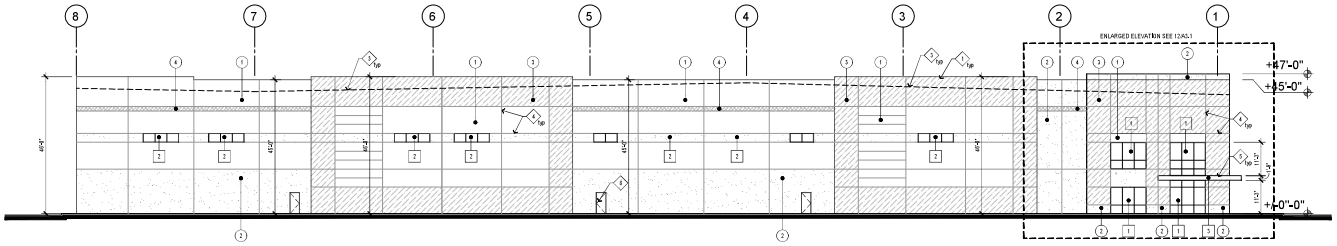
East Elevation

SCALE: 1/8" = 1'-0"



West Elevation

SCALE: 1/8" = 1'-0"



South/North Elevation

SCALE: 1/8" = 1'-0"

ELEVATION KEY NOTES:

1. PAINTED CONCRETE TILT-UP PANELS, SEE STRUCTURAL DRAWINGS FOR DIMENSIONS AND REINFORCING
2. ALUMINUM STOREFRONT DOOR PER DOOR SCHEDULE w/ TEMPERED/LAMINATED CLEAR GLASS AND NARROW STILES
3. INDICATES LINE OF ROOF BEYOND
4. 3/4" 'V' GROOVE REVEAL IN CONCRETE TILT-UP PANEL
5. ALUM. COMPOSITE PANEL CANOPY AT ENTRY - SEE MATERIAL LEGEND
6. 9'-0" w X 10'-0" h TRUCK DOCK OVERHEAD DOOR.
7. 12'-4" w X 12'-0" h GRADE HIGH TRUCK OVERHEAD DOOR
8. PAINTED 3'-0"x7'-0" HOLLOW METAL MAN DOOR

FINISH MATERIAL LEGEND:

1. EXTERIOR PAINT: SHERWIN WILLIAMS COLOR: SW 7065 NEBULOUS WHITE
2. EXTERIOR PAINT: SHERWIN WILLIAMS COLOR: SW 7872 ONLINE
3. EXTERIOR PAINT: SHERWIN WILLIAMS COLOR: SW 7064 STEELY GREY
4. EXTERIOR PAINT: SHERWIN WILLIAMS COLOR: SW 6515 LEISURE BLUE

1. STOREFRONT GLAZING: 1" INSULATED PPG PACIFICA VF CLEAR GLASS - IN FULLY CAPTURED - 2"x4" FRONT SET GLAZED ALUMINUM MULLION SYSTEM. COLOR/FINISH: ANODIZED ALUMINUM. GLASS THERMAL VALUES: LSG=.31, SHGC=.48 *APPLIES TO ALL WINDOWS U.N.O.
2. STOREFRONT GLAZING: 1/4" PPG PACIFICA FULLY CAPTURED 2"x4" FRONT SET GLAZED ALUMINUM MULLION SYSTEM. COLOR/FINISH: ANODIZED ALUMINUM *APPLIES TO ALL UNCONDITIONED AREAS WAREHOUSE WINDOWS U.N.O.
3. ALUMINUM COMPOSITE PANEL CLADDED CANOPY. COLOR: PPG DURANAR SUNSTORM GALAXY SILVER *UC 196663F*

TYPICAL ELEVATION GLASS TAGS

T = TEMPERED

= VISION GLASS TYPE 1 OR 2 OR 3

= SPANDREL GLASS (CO, OPACI-COAT-1000 #C-1664 ATLANTIC WATERS

= CLEAR GLAZING AT ENTRY DOORS

NOTE: Glass in glazed curtain walls, glazed storefronts and glazed partitions shall meet the seismic requirements of ASCE 7, Section 13.5.9. The frost resistance of glass under uniform load shall be determined in accordance with ASTM E 330.

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LBA REDLANDS
350 IOWA STREET
REDLANDS, CALIFORNIA

REVISION DATES:
1st RESUBMITTAL 3-4-22
2nd RESUBMITTAL 6-3-22
3rd RESUBMITTAL 8-5-22
4th RESUBMITTAL 10-24-22

ISSUE DATES:
PLANNING: -
DESIGN DEVELOPMENT: -
PLAN CHECK: -
BID SET: -
PERMIT SET: -
CONSTRUCTION SET: -
DRAWING DATE: 10-7-21
CHECKED BY: DS
DRAWN BY: NH
SCALE: 1/8" = 1'-0"
JOB NUMBER: 21022.8
SHEET NUMBER: A3

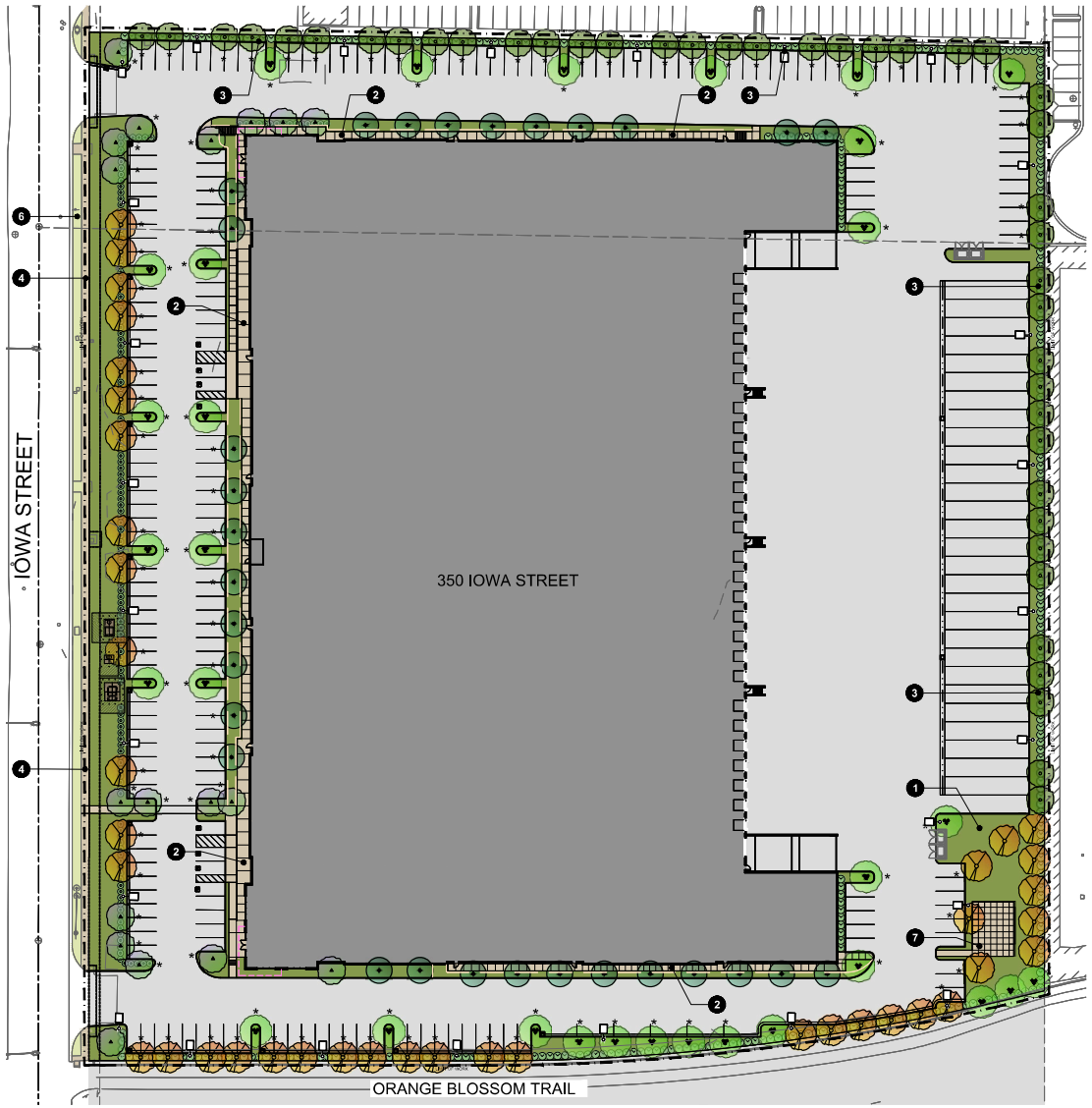
ELEVATION PLAN

LBA Redlands

City of Redlands, California

FIGURE 5

LILBURN CORPORATION



PROPOSED PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / FORM	COMMENTS	WATER USE	QUANTITY
TREES						
	LAGERSTROEMIA INDICA 'MATCHEZ'	WHITE CRAPE MYRTLE	36" BOX / STD.	MATURE HEIGHT X SPREAD: 20'H X 20'S MATURATION TIME: 5-8 YEARS DECIDUOUS CALIPER AT INSTALLATION: 2"	M	18
	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	36" BOX / STD.	MATURE HEIGHT X SPREAD: 30'-35' H X 20' S MATURATION TIME: 10~15 YEARS EVERGREEN CALIPER AT INSTALLATION: 2"	M	31
	TRISTANIA CONFERTA	BRISBANE BOX	24" BOX / STD.	MATURE HEIGHT X SPREAD: 30'-50' H X 10'-30' S MATURATION TIME: 10~15 YEARS EVERGREEN CALIPER AT INSTALLATION: 1-1/2"	M	22
	BRACHYCHITON POPULNEUS	BOTTLE TREE	36" BOX / STD.	MATURE HEIGHT X SPREAD: 30'-50' H X 30' S MATURATION TIME: 10~15 YEARS EVERGREEN CALIPER AT INSTALLATION: 2-1/2"	L	30
	PLATANUS X ACERIFOLIA	LONDON PLANE TREE	24" BOX/ STD.	MATURE HEIGHT X SPREAD: 75'~100' H X 60'~75'S MATURATION TIME: 40~60 YEARS CALIPER AT INSTALLATION: 1-1/2"	M	37

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE / SPACING	COMMENTS	WATER USE	QUANTITY
BACKGROUND SHRUBS							
	CAL L.J.	CALLISTEMON 'LITTLE JOHN'	LITTLE JOHN BOTTLE BRUSH	5 GAL. / 6' O.C.	FLOWERING SHRUB	L	36
	OLE L.O.	OLEA X MONTRA 'LIL OLLIE'	LIL OLLIE	5 GAL. / 48" O.C.	BACKGROUND SHRUB	L	154
	RHA J.E.	RHAPHIOLEPIS 'JACK EVANS'	JACK EVANS INDIAN HAWTHORN	5 GAL. / 60" O.C.	BACKGROUND SHRUB	M	402
MIDGROUND SHRUBS							
	HES PAR	HESPERALOE PARVIFLORA	RED YUCCA	1 GAL. / 36" O.C.	FLOWERING SHRUB	L	163
	LAN N.G.	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	5 GAL. / 36" O.C.	FLOWERING SHRUB	L	641
	MUH E.T.	MUHLENBERGIA 'EL TORO'	BULL GRASS	5 GAL. / 36" O.C.	ORNAMENTAL GRASS	L	318
FOREGROUND SHRUBS							
	DIA CB	DIANELLA 'CASSA BLUE'	EUROPEAN GREY SEDGE	1 GAL. / 24" O.C.	ORNAMENTAL GRASS	L	819
GROUNDCOVERS							
	MYO PAR	MYOPORUM PARVIFOLIUM	MYOPORUM	5 GAL. / 36" O.C.	EVERGREEN GROUNDCOVER	L	537
	ROS PRO	ROSMARINUS O. 'PROSTRATUS'	PROSTRATE ROSEMARY	5 GAL. / 12" O.C.	EVERGREEN GROUNDCOVER	L	6960
	WES MUN	WESTRINGIA FRUTICOSA 'MUNDI'	MUNDI COAST ROSEMARY	5 GAL. / 36" O.C.	EVERGREEN GROUNDCOVER	L	270

WATER USE KEY:
VL = VERY LOW WATER USE, L = LOW WATER USE, M = MODERATE WATER USE H = HIGH WATER USE. WATER USE STATED IS PER WUCOLS TO ESTIMATING IRRIGATION WATER NEEDS OF LANDSCAPE PLANTINGS IN CALIFORNIA" (ALSO REFERRED TO AS WUCOLS) FOR REDLANDS IN REGION 4.

★ PARKING LOT TREE

LEGEND

1. DROUGHT TOLERANT PLANTING
2. NATURAL GRAY CONCRETE PAVING
3. PERIMETER SCREENING SHRUBS
4. EXISTING SIDEWALK
5. EXISTING FENCE
6. EXISTING LANDSCAPED PARKWAY
7. OUTDOOR SEATING AREA

0 30 60 90

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949.387.1323
RIDGELA.COM

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Suite 125 San Diego, CA 92128
858.793.4777 | sca-ed.com
ARCHITECTURE

REGISTERED LANDSCAPE ARCHITECT
TRACY DAVIS
10/07/21
STATE OF CALIFORNIA

LBA REDLANDS
350 IOWA STREET
REDLANDS, CALIFORNIA

PRELIMINARY LANDSCAPE PLAN

REVISION DATES:	
1	-
2	-
3	-
4	-
5	-
ISSUE DATES:	
PLANNING:	-
DESIGN DEVELOPMENT:	-
PLAN CHECK:	-
BID SET:	-
PERMIT SET:	-
CONSTRUCTION SET:	-
DRAWING DATE:	10-7-21
CHECKED BY:	DS
DRAWN BY:	NH
SCALE:	
JOB NUMBER:	21022.S
SHEET NUMBER:	L1.1

LANDSCAPE PLAN

LBA Redlands
City of Redlands, California

FIGURE 6

LILBURN CORPORATION

ENVIRONMENTAL CHECKLIST FORM

I. AESTHETICS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) **Less Than Significant.** Scenic vistas in the City consist of the scenic corridors and views to and from the open spaces, canyonlands, hillsides, groves, and the San Bernardino Mountains.[2] The Project Site is bounded on the north, east and west by industrial development similar to the Proposed Project; the Orange Blossom Trail (along the Mission Channel) and citrus groves span the southern Project Site's boundary and beyond. Orange Avenue, along which most of the residential development occurs, is approximately 0.3 to 0.5 mile south of the Project Site. None of the views of the San Bernardino Mountains from public rights of way along Orange Avenue would be hindered by the Proposed Project due to the distance from and the height of the mountains. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **No Impact**. The property is heavily disturbed as a result of current light industrial use (contractor's storage yard) and has no vegetation on-site. No scenic resources are located at the Project Site. The nearest State Scenic highway is State Route 38,[3] located approximately 2 miles northeast of the Project Site. The Project Site and its surroundings are similar in character, and the Proposed Project would be consistent with the existing industrial nature of the Project area. Therefore, the Proposed Project would not substantially degrade scenic resources within a state scenic highway and the site does not support any trees, rock outcroppings, or historic buildings. No impacts are identified or anticipated, and no mitigation measures are required.

[2] Dyett and Bhatia. City of Redlands General Plan Update and Climate Action Plan EIR. July 21, 2017.
[3] San Bernardino County. Policy Plan web maps. NR-3 "Scenic Routes & Highways." Accessed September 6, 2022.

c) **Less than Significant.** The Project Site is currently used for a contractor's storage yard. The Proposed project would change the existing visual character of the site because it would include construction of a building on the site. The general area of the Project Site consists of various industrial buildings. The proposed change in the visual character of the site would not be degrading because the Proposed Project would be similar in character to the Project Site's surroundings. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) **Less than Significant.** The Project Site is currently used as a contractor's storage yard and does not contain any on-site lighting. The Project is a 181,100 SF warehouse that would include parking lot lighting and security lighting around the building shell. The Project would not generate a significant amount of light and glare when compared to the surrounding area, which include existing lighting from streetlights and vehicle headlights, and industrial buildings. The design and placement of light fixtures within the future development would be reviewed for consistency with City standards and subject to City approval. City Standards require shielding, diffusing, or indirect lighting to avoid glare. Lighting would be selected and located to confine the area of illumination to the streets. Since lighting would be consistent with adjacent industrial development to the north, west and east, the Proposed Project would not generate a new source of substantial light or glare. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☒
d) Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) **No Impact**. In the City of Redlands General Plan Update and Climate Action Plan EIR, the Project Site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance or Grazing Land. The Project Site is identified as "Other Land."[4] The Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. During preparation of the Phase I Environmental Assessment (Partner, June 28, 2021), review of available historical data, showed that the subject property was agriculturally developed and vacant land from 1930 to at least 2019. One residence and associated farming structures appeared to be located on the southwest corner of the property from at least 1930 until 2006. The subject property was vacant land from at least 2009 until 2011. In 2011, the subject property was acquired by Layne Christensen Company and developed as an equipment storage yard for their adjacent facility at 1717 West Park Avenue. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

b) **No Impact.** The Project Site is designated as East Valley Specific Plan – Commercial Industrial (EV/IC) and is therefore not zoned for agricultural use. In addition, the Project Site is not enrolled in a Williamson Act contract. Implementation of the Proposed Project would not interfere with such a contract. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

c) **No Impact.** The Project Site has a land use designation of East Valley Specific Plan – Commercial Industrial (EV/IC). The Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland. The Project Site does not contain forestland Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

[4] Dyett and Bhatia. City of Redlands General Plan Update and Climate Action Plan EIR. July 21, 2017. Figure 3.2-1: Farmland Classifications.

d) **No impact.** The Project Site does not support, nor is it near any forest land. Therefore, implementation of the Proposed Project would not convert forest land to non-forest use. No impacts are identified or anticipated, and no mitigation measures are required.

e) **No Impact.** The Project Site does not support agricultural or forest land uses that would be lost as a result of the Proposed Project implementation. There are no such land uses in the vicinity. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation.	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The Project's potential impacts to air quality and climate change were analyzed. (**Appendix A** – *Air Quality, Greenhouse Gas, and Health Risk Assessment Technical Study for the LBA Redlands Warehouse Building Project*, Meridian Consultants, January 2023).

a) **Less than Significant.** The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the SCAB establishes a program of rules and regulations administered by the SCAQMD to obtain attainment of the state and federal ambient air quality standards. The most recent AQMP (AQMP 2016) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Consistency with the AQMP 2016 for general development

projects is determined by demonstrating compliance with local land use plans and/or employment projections.

The Project Site is located within the City General Plan Planning area. The Proposed Project does not include a General Plan Amendment nor a Zone Change and is therefore, consistent with the AQMP. The emissions associated with the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP. Therefore, project emissions are within those accounted for in the AQMP and no significant inconsistency with the AQMP would occur. The impact would be less than significant, and no mitigation measures are required.

b) **Less than Significant.** The California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD for all general development projects within the South Coast Air Basin. Therefore, the Proposed Project's construction and operational emissions were estimated using CalEEMod version 2020.4 (Appendix A). The criteria pollutants estimated for include: reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO_2), and fugitive particulates (PM_{10} and $PM_{2.5}$). Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction of the Project's new building has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment and through vehicle trips generated from workers traveling to and from the Project site. Mobile-source emissions, primarily NOx, would result from the use of construction equipment, such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions.

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: demolition, site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin in the beginning of 2023 and be completed toward the end of 2024. The resulting emissions generated by construction of the Proposed Project are shown in Table 2.

As shown in Table 2, construction emissions would not exceed the SCAQMD thresholds. Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM_{10} and $PM_{2.5}$).

Table 2
Maximum Construction Emissions
(Pounds per Day)

Source	VOC	NOx	CO	Sox	PM10	PM2.5
2023	2	16	21	<1	2	1
2024	46	26	39	<1	3	2
Maximum	46	26	39	<1	3	2
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Operational Emissions

As mentioned previously, the Project includes the development of a 181,000 square foot industrial warehouse building including a 4,000 square foot mezzanine. Operational emissions would result primarily from vehicles traveling to and from the Project site. More specifically, the Project would generate approximately 436 daily trips (336 Passenger Cras and 100 Trucks). The operational emissions created from the Proposed Project's long-term operations were calculated in Appendix A and are summarized on Table 3.

Table 3
Operational Emissions Summary
(pounds per day)

Source	VOC	NOx	CO	Sox	PM10	PM2.5
Area	4	<1	0	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	1	7	9	<1	4	1
Total	5	7	9	<1	4	1
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

As shown in Table 3, operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Additionally, the Project is required to comply with SCAQMD rules, including Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coating), which would further reduce potential emissions. The Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air

quality violation. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c) **Less than Significant.** A Health Risk Assessment (HRA) was prepared for the proposed project. The methodologies and assumptions used for the HRA analysis are consistent with the guidance recommended by the SCAQMD's *Supplemental Guidelines for Preparing Risk Assessments for Air Toxics "Hot Spots" Information and Assessment Act (ARB2588*)29 and the California Environmental Protection Agency's Office of Environmental Health Hazard Assessment (OEHHA) Air Toxic Hot Spots Program Risk Assessment Guidelines.30 The methodology used in this assessment uses a dose-response assessment to characterize risk from cancer due to inhaled toxic air contaminants (TACs) and the assessment of acute and chronic noncancer from diesel particulate matter (DPM). Based on the OEHHA guidance, the evaluation of potential health risks uses the following standard four-step risk assessment process: (1) Hazard Identification; (2) Exposure Assessment; (3) Dose-Response Assessment; and (4) Risk Characterization.

Air dispersion modeling was conducted using the American Meteorological Society/Environmental Protection Agency Regulator Model (AERMOD v. 10.2.1). This model is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the release heights of the emission sources (i.e., complex terrain). AERMOD is the U.S. EPA's regulatory dispersion model specified in the Guideline for Air Quality Methods. AERMOD is recommended for use by the South Coast Air Quality Management District (SCAQMD), which has established its own modeling guidance for the model.

The SCAQMD thresholds of significance applied to assess project-level health impacts are the exposure of persons to substantial levels of air toxics resulting in (a) a cancer risk level greater than 10 per one million persons or (b) a noncancerous risk (chronic or acute) hazard index greater than 1. For this threshold, sensitive receptors include residential uses, schools, daycare centers, nursing homes, and medical centers. As shown in Table 4, the estimated inhalation cancer risk and chronic hazards, the maximum cancer risk from Project construction emissions for the maximally exposed individual receptor (MEIR) would be 1.4 per ten million persons. The chronic health impact would be less than 1 (0.00016) and would be below the Project-level threshold of 1. Therefore, the cancer and chronic risk for residential receptors due to construction activities would not be considered significant for all residential receptors due to construction activities. Construction activities are anticipated to represent a worst-case assumption as NOx emissions during construction phase is 27 lbs. per day and during the operational phase NOx emissions are anticipated to be 7 lbs. per day (See Table 3 for NOx Operational Emissions).

Table 4
Estimated Inhalation Cancer Risk and Chronic Hazards

Receptor	DPM Concentration at Maximum Exposed Receptor (µg/m3)	Cancer Risk at Maximum Exposed Receptor (risk/million)	SCAQMD Cancer Risk Significance Threshold (risk/million)	Exceeds Threshold?	Chronic Non- Cancer Hazard Index	SCAQMD Non-Cancer Hazard Index Significance Threshold?	Exceeds Threshold?
Resident MEIR	7.9E-04	1.4E-07	10	No	1.6E-04	1.0	No

No significant impacts are identified or anticipated, and no mitigation measures are required.

d) **Less than Significant.** Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project is a proposed warehouse development and is not anticipated to contain any active manufacturing activities, nor would the Project convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the Proposed Project. Potential temporary odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. The Proposed Project would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances associated with dust during construction, as well as would be required to comply with SCAQMD Rule 1113 associated with the installation of the architectural coatings on the building. During operations, Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City of Redlands's solid waste regulations. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒

a) **No Impact.** The Project Site is completely disturbed and occupied by a contractor's storage yard. There is no vegetation or habitat on the Project Site. The Proposed Project will not have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No impacts are identified or anticipated, and no mitigation measures are required.

b) **No Impact.** The only noted vegetation exists along the periphery of the Project Site and consisted primarily of non-native grasses, tamarisk trees, and Russian thistle. There is no riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlifeor U.S. Fish and Wildlife Service. No impacts are identified or anticipated, and no mitigation measures are required.

c) **No Impact.** The Project Site is completely disturbed and occupied by a contractor's storage yard. The property is comprised entirely of flat uplands that lack drainage features, ditches, depressions, riparian habitat, potential wetlands, and other aquatic resources. There are no state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.). No impacts are identified or anticipated, and no mitigation measures are required.

d) **No Impact.** The Project Site is completely disturbed and is not located within any linkages recognized by the South Coast Missing Linkages report (South Coast Wildlands 2008). The property does not by itself function as nor does it contribute to any local or regional wildlife corridors or linkages. It is also not contained within or connected to any local or regional core resource areas. The Project Site and project features occur within disturbed areas that are separated from other open areas by transportation corridors and urban development. The Santa Ana River corridor is not connected to the Project Site due to development that occurs north of the site, separating it from the Santa Ana River corridor. No impacts are identified or anticipated, and no mitigation measures are required.

e) **No Impact.** If standard design features and construction practices are not implemented, the Proposed Project could conflict with local policies and ordinances pertaining to biological resources. The City of Redlands General Plan 2035 requires that new development take actions to protect biological resources. The Project Site is completely disturbed and occupied by a contractor's storage yard. The Project includes placing landscaping features such as trees and shrubs that meet the City's requirements of 15 percent landscaped area for new projects. There are no trees on-site that would need to be removed. No impacts are identified or anticipated, and no mitigation measures are required.

f) **No Impact.** The Project Site is not located within the boundaries of any adopted conservation plan. Therefore, no impact to any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan would occur. No impacts are identified or anticipated, and no mitigation measures are required.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

The Project's potential impacts historical and cultural resources have been analyzed and results are summarized below (see Appendix B – Cultural Resources Study for the 350 Iowa Street Project, Brian F. Smith and Associates, Inc, July 25, 2022).

a) **Less than Significant.** The Cultural Resources Study prepared for the Project (Appendix B) identified that two historic resources had been recorded on the Project Site in 2006 as part of a study for a previously proposed industrial project. Site P-36-012853 was recorded as a series of water control/irrigation features and a sparse scatter of historic refuse that extended north onto the adjacent parcel. Site P-36-012854 was recorded as a circa-1908 Craftsman/Colonial Revival residence within the southwest corner of the current Project. Both resources were evaluated as not California Register of Historic Resources-eligible when recorded. The study in Appendix B identified that these resources no longer exist on the Project Site, and the Project Site is currently developed as a contractor's storage yard. Therefore, there no historical resources pursuant to §15064.5 on the Project Site. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **Less than Significant with Mitigation.** The Cultural Resources Study prepared for the Project identified that there are no archaeological resources pursuant to §15064.5 on the Project Site. The Project Site is currently developed with a contractor's storage yard. However, during AB52 consultation, the San Manuel Band of Mission Indians (SMBMI) identified that the Proposed Project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. They further communicated that due to the nature and location of the Proposed Project, and given the SMBMI's present state of knowledge, SMBMI did not have any concerns with the project's implementation, as planned. To protect potential Tribal resources, the SMBMI requested that mitigation measures be included to protect potential tribal resources and reduce potential impacts to a less than significant level:

CR-1 In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the consulting Tribe(s) shall be contacted, as detailed within Mitigation Measure TCR-1.

CR-2 If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, as further detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

With the implementation of Mitigation Measures CR-1 and CR-2, less than significant impacts would occur.

c) **Less than Significant with Mitigation.** The discovery of human remains is always a possibility during ground-disturbing activities. Therefore, possible significant adverse impacts have been identified or anticipated and mitigation measure CR-3 is required as a condition of project approval to reduce these impacts to a less than significant level.

CR-3*:* If human remains or funerary objects are discovered work in the immediate vicinity (within a 100-foot buffer of the find) shall halt in that area until a determination can be made regarding the provenance of the human remains, and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98), and the State Health and Safety Code (Sec. 7050.5) shall be undertaken. All work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the medical examiner concerning the provenance of the remains. The medical examiner will determine if the remains are or are most likely to be of Native American origin. If human remains are determined to be Native American, the medical examiner will notify the Native American Heritage Commission within 24 hours. If human remains are not Native American, the medical examiner will determine the appropriate course of action with city staff (Public Resources Code 5097.98).

With the implementation of Mitigation Measure CR-3, less than significant impacts would occur.

VI. ENERGY

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) **Less than Significant.**

Electricity

Southern California Edison (SCE) provides electricity to the area of Project Site. Currently, the Project Site is vacant and undeveloped. Therefore, development of the Proposed Project would cause a permanent increase in demand for electricity when compared to existing conditions. The CalEEMod output estimates that the Proposed Project would consume 0.743 GWh annually. According to the California Energy Commission, the residential sector of the SCE planning area consumed 38,498.76 GWh of electricity in 2020.[5] The increase in electricity demand from the project would represent a 0.002 percent of the

[5]California Energy Commission. https://ecdms.energy.ca.gov/Default.aspx. Accessed February 15, 2022.

overall 2020 SCE residential consumption. Therefore, projected electrical demand would not significantly impact SCE's level of service.

Natural Gas

The Project Site is located within the service area of Southern California Gas (SoCal Gas). The Project Site is currently vacant and has no demand for natural gas. The Proposed Project will create a permanent increase demand for natural gas. The Proposed Project's estimated annual natural gas demand is 4,946.2 therms. According to the California Energy Commission, the natural gas consumption of the SoCal Gas's residential sector was 2,474,195,977 therms in 2020.[6] The Proposed Project's estimated annual natural gas consumption, using the output from CalEEMod, compared to the 2020 annual natural gas consumption of the overall residential sector in the SoCal Gas Planning Area would account for approximately 0.00019 percent of the total natural gas consumption. Therefore, projected natural gas demand would not significantly impact SoCal Gas's level of service.

No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **Less than Significant.** As concluded above, the Proposed Project's total impact on regional energy supplies would be minor. The Proposed Project would be required to comply with the California Building Code (CBC) and California Green Building Standards Code (CALGreen Code) pertaining to energy and water conservation standards in effect at the time of construction. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

[6]California Energy Commission. https://ecdms.energy.ca.gov/Default.aspx. Accessed February 15, 2022.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The Project's potential impacts to geologic and soil resources were analyzed and the geotechnical investigation is summarized below (see Appendix C – Geotechnical Investigation Proposed Warehouse Building, 350 Iowa Street, Redlands, California, Geotechnical Professionals, Inc., June 29, 2021).

a)

i) **Less Than Significant.** The geotechnical report prepared for the Project (Appendix C) included field exploration and the excavation of five Cone Penetration Tests (CPTs), 10 hollow stem auger borings, 9 test pits, and two infiltration test wells.

The proposed development is not within an Alquist-Priolo Earthquake Fault Zone as designated by the State of California or County of San Bernardino for active surface faulting. No known active faults have been mapped on-site nor are trending toward the Project Site. Based on published information (geohazards.usgs.gov), the most significant fault in the proximity of the site is the San Jacinto Fault, which is located approximately 2.5 miles from the Project Site. As stated in the geotechnical report, the potential for surface rupture from active faulting is very low. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

ii) **Less Than Significant.** The site is anticipated to experience strong ground shaking during the life of the Proposed Project resulting from an earthquake occurring along one or more of the major active or potentially active faults in southern California. Accordingly, the project shall be designed in accordance with all applicable current codes and standards utilizing the appropriate seismic design parameters to reduce seismic risk as defined by California Geological Survey (CGS) Chapter 2 of Special Publication 117a (CGS, 2008). Through compliance with these regulatory requirements and the utilization of appropriate seismic design parameters selected by the design professionals, potential effects relating to seismic shaking can be reduced. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

iii. **Less Than Significant.** Liquefaction is a phenomenon in which cohesion-less, saturated, fine-grained sand and silt soils maps this site as outside any liquefaction or landslide hazard areas. The Project Site is located outside of any mapped liquefaction hazards.[7] The State of California has not prepared liquefaction hazard maps for this area. Based on the dense nature of the deposits found on-site, which include cobbles and boulders, and the lack of shallow groundwater encountered during exploration, the geotechnical report concluded that the potential for liquefaction on-site is considered low.

iv. **No Impact.** The Project Site is not located within an area susceptible to landslides.[8] The property and its immediate surroundings are relatively flat and level. Based on this, the geotechnical report in Appendix C determined the potential for seismically induced landslides is considered negligible. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

b) **Less than Significant.** Construction activities could result in soil erosion if the Project Site is not properly designed. The Proposed Project would result in an estimated cut of 70,000 cubic yards of material and an estimated fill of 78,100 cubic yards, for a net material import of 7,600 cubic yards. The potential impacts of soil erosion would be minimized through the preparation and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP would prescribe temporary Best Management Practices (BMPs) to control wind and water erosion during and shortly after the construction of the Proposed Project. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

[7]San Bernardino County. County Policy Plan web maps: HZ-2 Liquefaction & Landslides. Accessed May 4, 2022.
[8] San Bernardino County. County Policy Plan web maps: HZ-2 Liquefaction & Landslides. Accessed May 4, 2022.

c) **Less than Significant.** Soil compressibility refers to a soil's potential for settlement when subjected to increased loads as from a fill surcharge. The geotechnical analysis (Appendix C) did identify undocumented fill at shallow depths in several locations on-site. The geotechnical report identified that all undocumented fill should be removed and replaced with soil that can be properly compacted.

There is a potential for seismic ground subsidence to adversely impact the buildings. Layers of loose sandy soils exhibit a significant potential for seismic settlement. Should a design level earthquake occur, the estimated magnitude of settlement is expected to be on the order of 1.5 to 2.5 inches without mitigation. The geotechnical analysis identified several design measures to reduce the seismic settlement to 1.5 inches or less.

Infiltration testing conducted as part of the geotechnical study identified that there is a potential for liquefaction and associated liquefaction induced settlement to occur in loose to medium dense soil layers that are saturated during a design level seismic event. There is a potential for hydroconsolidation (localized settlements) to occur following saturation of the underlying adjacent soils. As such, the geotechnical report identified that stormwater infiltration be kept a minimum of 50 feet from the proposed building.

Through compliance with the geotechnical recommendations as approved by the City of Redlands, potential effects from liquefaction would be less than significant. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) **Less than Significant.** Expansive soils (shrink-swell) are fine grained clay soils generally found in historical floodplains and lakes. Expansive soils are subject to swelling and shrinkage in relation to the amount of moisture present in the soil. Based on the geotechnical analysis, on-site soils are considered moderately expansive and it is recommended that these soils not be utilized within 18 inches of the finish pad grade or subgrade for hardscape. Through compliance with the geotechnical recommendations as approved by the City of Redlands, potential effects from liquefaction would be less than significant. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e) **No Impact.** The Proposed Project would connect to the City's existing sewer collection system which includes sewer lines adjacent to the Project Site within Iowa Street. No septic tanks or alternative wastewater disposal are proposed. No impacts are identified or are anticipated, and no mitigation measures are required.

f) **Less Than Significant with Mitigation.** According to the California Dept of Conservation Geologic Survey Map[9] the Project Site is underlain by Qw (alluvial wash deposits of Holocene age). Based on the lack of known significant fossil localities nearby and a low sensitivity rating typically assigned to Holocene-aged deposits for yielding paleontological resources, the potential for nonrenewable paleontological resources at the Project Site is considered low. However, should paleontological resources be discovered at any time

[9] https://maps.conservation.ca.gov/cgs/QSD/, accessed 10/1/2022.

during earth disturbance activities at the project, Mitigation Measure GEO-1 shall be implemented. Paleontological monitoring may be reduced or increased based upon the observations and recommendations of the professional-level project paleontologist.:

GEO-1: If paleontological resources (fossils) are discovered, earth disturbance activities should stop, and the fossil location shall be protected and cordoned off at a distance of 50 feet in all directions. A qualified paleontologist should be notified immediately to determine the significance of the discovery. After examination of the fossil(s), and if the paleontologist determines the fossil(s) to be significant, monitoring for paleontological resources is warranted. Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by the paleontological monitor. Monitoring will be conducted in areas of grading or excavation in undisturbed sediments. The duration of monitoring shall be determined by the qualified project paleontologist. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor will be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined upon exposure and examination by the qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project paleontologist, who will then notify the City of the discovery.

Implementation of Mitigation Measure GEO-1 would reduce potentially significant impacts to paleontological resources to a level below significant.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.	☐	☐	☒	☐

*The Project's potential impacts to air quality and climate change were analyzed. (**Appendix A** – Air Quality, Greenhouse Gas, and Health Risk Assessment Technical Study for the LBA Redlands Warehouse Building Project, Meridian Consultants, January 2023).*

a) **Less than Significant.** Emissions were estimated using CalEEMod version 2020.4 with construction anticipated to begin in in 2023 and be completed towards the end of 2025.

Many gases make up the group of pollutants which contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO_2), Methane (CH_4), and Nitrous oxide (N_2O). The California Air Resources Board (CARB) recommends that local governments reduce their GHG emissions to 6 MTCO2e per capita per year in 2030 and 2 MTCO2e per capita per year in 2050. Projects that garner a GHG emissions targets of 6 MT CO2e per capita per year would not require mitigation of project specific GHG emissions. On December 5, 2017, the City of Redlands adopted a Climate Action Plan (CAP), to focus on adaptive GHG measures that reduce emissions through standard practice measures and help prepare the City for the impacts of climate change.

A Project is considered significant if implementation of the Project would exceed 6 MTCO2e per year per service population. A service population was developed based on the anticipated number of employees, which was developed from the size of the proposed use. The Project is anticipated to result in the employment of 264 persons based on an average of 1 employee per 700 square feet.

The Proposed Project's emissions were compared to SCAQMD draft screening threshold of 3,000 metric tons CO2e (MT CO2e) and the CAP threshold of 6 MTCO2e per capita per year. A summary of the results is shown below in Table 5 and Table 6.

The forecasting of construction-related GHG emissions requires assumptions regarding the timing of construction as the emission factors for some of the Project's construction-related GHG emission sources decline over time. As shown in Table 5, total construction emissions would be 506 MTCO2e. One-time, short-term emissions are converted to average annual emissions by amortizing them over the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame because this is a typical interval before a new building requires its first major renovation.

Table 5
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Construction Phase	MTCO2e/Year
2023	315
2024	191
Total Construction Emissions	506
30-Year Annual Amortized Rate	**17**

Operation of the Project has the potential to generate GHG emissions through vehicle trips traveling to and from the Project site. In addition, emissions would result from area sources on-site, such as natural gas combustion, landscaping equipment, and use of consumer products. Emissions from mobile and area sources and indirect emissions from energy and water use, wastewater, as well as waste management would occur every year after full development of the uses allowed by the Project. Operational Project emissions from area

sources, energy sources, mobile sources, solid waste, and water and wastewater conveyance are shown in Table 6.

Table 6
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source	MTCO2e/Year
Construction (amortized)	17
Area	<1
Energy	260
Mobile	935
Waste	93
Water	193
Total	**1,498**
SCAQMD Thresholds	**3,000**
Threshold Exceeding?	**No**
Service Population	264
Project Efficiency	5.7
Exceeds 6.0 MTCO2e Efficiency Threshold?	**No**

As shown in Table 5 and Table 6, the Proposed Project's emissions would not exceed SCAQMD's draft screening threshold and the CAP's threshold of significance. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

b) **Less than Significant.** There are no federal, State, or local quantitative adopted thresholds of significance for addressing a project's GHG emissions. In the absence of any adopted, numeric threshold, this analysis evaluates the significance of a project by considering whether the project conflicts with applicable regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction of mitigation of greenhouse gas emissions.

Consistency with the City's General Plan and CAP

The General Plan (Chapter 8-Sustainable Community) contains several GHG related policies. The CAP has been prepared concurrently with the City's General Plan which includes strategies such as transit-oriented and mixed-use development, integrated transportation and land use planning, promotion of bicycle and pedestrian movements, and parking and transportation demand management. It also includes goals and policies to promote energy efficiency, waste reduction, and resource conservation and recycling. The City's CAP contains an inventory of the City's GHG emissions, forecast of GHG emissions through 2035, offers monitoring and reporting processes to ensure targets are met, and provides options for reducing GHG emissions beyond State requirements. The proposed Project is required to comply with Title 13-Section 2449 of the CCR and the CalRecycle

Sustainable (Green) Building Program regulations, which include implementation of standard control measures for equipment emissions. Adherence to these regulations, including the implementation of Best Available Control Measures (BACMs) is a standard requirement for any construction or ground-disturbance activity occurring within the Basin.

BACMs include, but are not limited to, requirements that the project proponent utilize only low sulfur fuel (i.e., having a sulfur content of 15 ppm by weight or less); ensure off-road vehicles (i.e., self-propelled diesel fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the ARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 50 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations.

Long-term operational emissions typically include emissions from use of consumer products, energy and water usage, vehicles, and residential land use emissions.

The Project is to comply with the requirements of the CALGreen Code by incorporating strategies such as low-flow toilets, low-flow faucets and other energy and resource conservation measures. The Project would comply with applicable energy, water, and waste efficiency measures specified in the Title 24 Building Energy Efficiency Standards and CALGreen standards. As discussed previously, the Project would be located within an urban area with existing pedestrian, bicycle, and transit facilities. These features would serve to reduce VMTs and consumption of fossil fuels. Therefore, the Project would be consistent with the policies mentioned in the City's General Plan and CAP. No significant impacts are identified or anticipated, and no mitigation measures are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

A Phase I Environmental Site Assessment (Phase I ESA) to determine potential impacts from hazardous materials associated with the development of the Proposed Project was prepared (**Appendix D** – *Phase I Environmental Site Assessment Report*, Partner, June 28, 2021).

a, b) **Less Than Significant.** The Proposed Project is the development of a warehouse. Construction of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. However, all materials required during construction would be kept in compliance with State and local regulations and Best Management Practices. Operations could involve the transport, use, storage, and disposal of hazardous materials. However, with required compliance with federal, State, and City regulations, standards, and guidelines pertaining to hazardous materials management, proposed commercial and industrial developments would not create a significant hazard to the public or the environment through routine use, storage, or disposal of hazardous materials. No significant impacts are identified or anticipated, and no mitigation measures are required.

Operation of the Proposed Project may involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). Exposure of people or the environment to hazardous materials during operation of the Proposed Project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. The U.S. Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for hazardous materials transport, as described in Title 49 of the Code of Federal Regulations; these are implemented by Title 13 of the California Code of Regulations, known as the Hazardous Materials Transportation Act. As noted above, it is possible that vendors may transport hazardous materials to and from the Project Site; and the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on-site are subject to requirements associated with accumulation time limits; proper storage locations and containers; and proper labeling. Additionally, for removal of hazardous waste from the Project Site, hazardous waste generators are required to use a certified hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

Therefore, compliance with federal, State, and local regulations, potential impacts associated with creating a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials during operations would be less than significant, and no mitigation would be required. No significant impacts are identified or anticipated, and no mitigation measures are required.

c) **No Impact.** The nearest school to the Project Site is Grove High School, approximately 0.3-mile to the southwest. The Project Site is therefore beyond one-quarter mile of the school. The Proposed Project is required to handle, store and transport any hazardous materials in accordance with all local, State, and federal regulations. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

d) **Less Than Significant.** A Phase I Environmental Site Assessment (Phase I ESA), dated June 28, 2021, was prepared for the Proposed Project by Partner (Appendix D). The Phase I ESA identified that the Project Site is not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the EnviroStor database (Appendix D). Additionally, the Phase I ESA identified that the Project Site has revealed no evidence of recognized environmental conditions (RECs), historical RECs (HRECs), or controlled RECs (CRECs) associated with the Project Site.

The Phase I ESA did however note several environmental conditions, which do not qualify as RECs but do warrant further discussion:

- At least one septic system was likely located on the subject property and associated with the former residence located on the southwest corner of the site from at least the 1930s to the mid-2000s. The septic system was for residential use, is not

considered an environmental concern, and should be abandoned and removed under local requirements if encountered during future grading or redevelopment.

- At least one water well was likely located the subject property and associated with the former residence located on the southwest corner of the site from at least the 1930s to the mid-2000s. Evidence of water wells were not observed at the time of the site visit. If still present, the well should be properly abandoned in accordance with state and local requirements if encountered during future grading or redevelopment.

- There is potential that asbestos-containing transite irrigation lines may exist underground at the subject property. If encountered during redevelopment, the lines should be removed and disposed of properly by a licensed contractor.

The Proposed Project would be constructed in accordance with State and local standard construction requirements. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

e) **Less Than Significant.** The nearest airports to the Project Site are the San Bernardino International Airport, located approximately 3 miles northwest and the Redlands Municipal Airport, which is located approximately 3.8 miles northeast of the Project Site. The Project Site is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The Proposed Project would not result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

f) **Less than Significant.** The Project Site does not contain any emergency facilities.[10] It is adjacent to Iowa Street, which is not an evacuation route.[11] The California Emergency Services Act requires the City to manage and coordinate the overall emergency and recovery activities within its jurisdictional boundaries. The City's Emergency Operations Plan includes policies and procedures to be administered by the City in the event of a disaster. During disasters, the City of Redlands is required to coordinate emergency operations with the County of San Bernardino. Policies within the City's General Plan and updates to the City's Emergency Plan, as required by State law, would ensure the Proposed Project would not interfere with adopted policies and procedures. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

g) **Less than Significant.** The Project Site is located in an area with "Little or No Threat" of fire hazards.[12] It is not located within a High or Very High Fire Hazard Severity Zone. The property is located in an area of both developed and undeveloped land. The Project Site is

[10] San Bernardino County. Countywide Policy Plan web maps: PP-1 "Critical Facilities." Accessed March 30, 2022.
[11] San Bernardino County. Countywide Policy Plan web maps: PP-2 "Evacuation Routes." Accessed March 30, 2022
[12] Dyett and Bhatia. City of Redlands General Plan Update and Climate Action Plan EIR. July 21, 2017. Figure 3.7-3: Fire Hazards and Fire Safety Services.

not located adjacent to or near wildlands. The proposed warehouse development would be placed on an existing developed site and would include development of impervious surfaces (sidewalks, parking areas), buildings with fire safety and fire suppression design elements, and proper landscaping, thereby reducing the risk of wildfire. Development of the Proposed Project shall comply with the California Fire Code. Therefore, the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. No significant impacts are identified or anticipated, and no mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

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

A Preliminary Hydrology Study and Preliminary Water Quality Management Plan were prepared to determine potential impacts related to hydrology and water quality associated with the development of the Proposed Project; the reports are summarized below (see Appendix E-1 – Preliminary Hydrology Study for LBA Warehouse Redlands, DRC Engineering, Inc, October 4, 2021, and Appendix E-2 - Preliminary Water Quality Management Plan for LBA Warehouse Redlands, DRC Engineering, Inc, October 5, 2021).

a) **Less than Significant.** The State Water Resources Control Board requires that dischargers whose construction projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that disturbs one or more acres, obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD).

The Proposed Project would disturb an approximate 9.4-acre site and would therefore be subject to the Construction Activity Construction General Permit Order 2009-0009-DWQ, which requires the preparation of a SWPPP. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters. The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of storm water associated with construction activities; and 2) identify, construct and implement storm water pollution control measures to reduce pollutants in storm water discharges from the construction-site during and after construction.

The State's Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). The primary focus of the City of Redlands Storm Water Program is to implement the requirements of the National Pollutant Discharge Elimination System (NPDES) Program which is directed at controlling pollutants carried by storm water and conveyed by municipal separate storm sewer systems (MS4s). The Redlands NPDES Program has been in effect since 2004 and consists of business and construction inspections, program compliance reporting, record keeping, educational outreach, studies and reports, and storm water monitoring activities.

The NPDES also requires a Water Quality Management Plan (WQMP), which is subject to review and approval by the City. A Preliminary WQMP was prepared for the Proposed Project (Appendix E-2). The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. Review and approval of the WQMP by the City would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b) **Less Than Significant.** The Project Site is located within the City of Redlands water service area. The City's water supply comprises surface water from the Santa Ana River (SAR) and Mill Creek and supplemented by groundwater extracted from the Bunker Hill

Basin (part of the San Bernardino Basin) and Yucaipa Basin and a small amount of imported water when needed.[13]

The Urban Water Management Plan for City of Redlands is based on projected growth included in General Plans for areas within their service area. The Proposed Project is consistent with the land use and population projections included in the General Plan. Therefore, the Proposed Project water demand is already anticipated in the City's water demand projections from buildout of the General Plan Planning Area.

The Project Site is no located in an area with groundwater recharge facilities. Moreover, implementation of the project Best Management Practices (BMPs) would ensure that stormwater discharge does not substantially alter the existing drainage pattern and water quality, thereby allowing runoff from the Project Site to be utilized as a resource that can eventually be used for groundwater recharge. Therefore, the Proposed Project is not anticipated to have a substantial impact on groundwater supplies or interfere substantially with groundwater recharge. No significant impacts are identified or anticipated, and no mitigation measures are required.

c)

i) **Less than Significant.** Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water is affected by fine mineral particles in the water. Soil erosion could occur due to a storm event. Construction activities covered under the State of California's General Construction permit include removal of vegetation, grading, excavating, or any other activities that causes the disturbance of one acre or more. As stated previously, the Proposed Project is subject to the requirements of the Construction General Permit, which requires the development and implementation of a SWPPP. Adherence to BMPs would prevent substantial soil erosion or the loss of topsoil. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

ii, iii, iv) **Less than Significant.** A Preliminary Hydrology Study was prepared for the Proposed Project (Appendix F-1). The purpose of the study is to determine the drainage facility requirements for the Proposed Project. The study has been reviewed by the City of Redlands Engineering Department.

Under existing conditions, all flows drain northwesterly toward an existing parkway drain, which discharges offsite into the easterly curb and gutter on Iowa Street. Under developed conditions, storm flows will follow the Existing Condition, and the Project Site will be considered as one single drainage area. Stormwater flows on-site will drain into designed grate inlet catch basins to be located throughout the Site and then into the private underground storm drain system. The underground storm drain system would convey stormwater into the proposed underground detention/infiltration system chambers. The open bottom plastic chambers allow adequate infiltration into the surrounding soil. In the

[13] Water Systems Consulting, Inc. and Woodard & Curran. 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan.

event of a larger storm event, the system will fill to a certain water surface elevation until overflowing into a series of outlet pipes, then into parkway drains that discharge westerly into the easterly curb and gutter of Iowa Street. The proposed storm drain system and detention/infiltration system is designed such that the Proposed Condition peak flows in the 10-year and 100-year storm do not exceed the Existing Condition peak flows.

The Project Site is located within FEMA Special Flood Hazard Area Zone AO, subject to inundation by the 1% annual chance flood, also known as the base flood that has a 1% chance of being equaled or exceeded in any given year. The sheet flow flood depth, or Base Flood Elevation is equal to 2-feet above the existing grade. Therefore, it is required that the proposed building finish floor elevation be constructed a minimum of 2-feet above the existing Base Flood elevation.

Additionally, at the 2-foot Flood Depth Elevation on the Project Site in the Existing Condition, the total flood volume has been calculated to be approximately 822,000 cubic-feet. Using the Base Flood Elevation in the Existing Condition, the Project Site is designed to provide approximately 582,500 cubic-feet of storage above proposed surface elevations, and approximately 58,422 cubic-feet in the underground detention/infiltration system in the Proposed Condition. Therefore, a total of approximately 641,000 cubic feet of stormwater storage is provided in the Proposed Condition. This is approximately 78% of the total Base Flood volume.

The difference in the peak flow rate of pre-developed and post-developed conditions for 10-year and 100-year storm events are primarily due to the increase in impervious area which is approximately 90% in the developed condition. The excess runoff will be mitigated using the detention/infiltration system. The Preliminary Hydrology Study identified that adequate storage volume has been provided in the Proposed Condition to mitigate the 10-year and 100-year storm events. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

d) **Less Than Significant**. Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards at the Project Site. The Project Site is located within FEMA Special Flood Hazard Area Zone AO, subject to inundation by the 1% annual chance flood, also known as the base flood, that has a 1% chance of being equaled or exceeded in any given year. However, the Proposed Project has been designed so that on-site controls would retain flood flows. Therefore, the risk of release of pollutants due to project inundation is low. No significant impacts are identified or anticipated, and no mitigation measures are required.

e) **Less than Significant.** The Proposed Project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the Construction General Permit during grading and construction. The SWPPP would specify BMPs that would be implemented for the Proposed Project to protect the water quality of receiving waters (Santa Ana River) and is subject to review by the RWQCB. Therefore, the Proposed Project will not interfere with the implementation of a water quality control plan.

The Proposed Project is consistent with the zoning as identified in the City's General Plan and therefore the project's water demand has been accounted for in the City's water supply projections which are based on the General Plan. The Proposed Project would not conflict with or obstruct the City's long-range groundwater management plan. No aspect of the Proposed Project involves groundwater pumping.

Therefore, Proposed Project's potential impacts associated with the implementation of a water quality control plan or sustainable groundwater management plan would be less than significant, and no mitigation would be required. The Proposed Project would not otherwise substantially degrade water quality as appropriate measures relating to water quality protection would be implemented. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) **No Impact.** The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project is to develop a warehouse on a site that is currently used as a contractor's storage yard. The Proposed Project does not include the construction of a linear feature. Therefore, the Proposed Project would neither physically divide an established community nor cause a significant environmental impact due to a conflict with any land use plans or policies. No impacts would occur, and no mitigation measures are required.

b) **Less Than Significant.** The Project Site lies within the East Valley Corridor Specific Plan, which is identified in the City's General Plan. The Proposed Project to construct a warehouse is consistent with the Commercial Industrial zoning that exists for the Project Site. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

a, b) **Less than Significant.** The Project Site is located within a Mineral Resource Zone-1 (MRZ-1).[14] MRZ-1 are areas where geologic data indicate that no significant mineral deposits are present, as defined by the State Mining and Geology Board (SMGB)'s priority list. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

XIII. NOISE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

[14] Dyett and Bhatia. City of Redlands General Plan Update and Climate Action Plan EIR. July 21, 2017. Figure 3.11-1: Mineral Resources.

A Noise Analysis was prepared to provide an assessment of the noise impacts resulting from development of the Proposed Project and to identify mitigation measures that may be necessary to reduce those impacts. Findings of the analysis are summarized below (see Appendix F – Noise Analysis Technical Report for the LBA Redlands Warehouse Building Project, Meridian Consultants, May 2022).

a) **Less than Significant.** The potential noise impacts of the Proposed Project were evaluated in light of applicable federal, state and local policies, including those of the City of Redlands.

The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA.

The noise descriptors utilized in the noise study for the Proposed Project include but are not limited to the following:

- Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

- Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24- hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

- Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Per the City of Redlands General Plan, noise levels of up to 60 dBA CNEL are considered "clearly compatible"; and noise levels between 60 and 75 dBA CNEL are considered "normally incompatible" for single-family, multi-family, and mobile home residential uses.

Impacts Related to Construction Noise

Construction activities will occur in phases including grading, building construction, paving, and architectural coating. Assumptions for the phasing, duration, and required equipment for the construction of the Proposed Project were obtained from the project applicant.

Construction noise associated with the Proposed Project was calculated utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage

factor, and baseline parameters for the Project Site. Distances to receptors were based on the acoustical center of the proposed construction activity.

For the purposes of this analysis, the lowest, more conservative construction noise level threshold of 85 dBA Leq is used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time period, they are expressed as Leq noise levels. Therefore, the noise level threshold of 85 dBA Leq over a period of eight hours or more is used to evaluate the potential Project-related construction noise level impacts at the nearby sensitive receiver locations. As shown in Table 10 of Appendix F, concurrent construction noise levels would range from a low of 63.05 dBA (Leq-1hour) at The Seventh-Day Adventist Church to a high of 71.52 dBA (Leq-1hour) at the single-family residential use at 1702 W. Park Avenue.

The City's Municipal Code Sections 8.06.120 (G) and 8.06.090 limit the hours of construction to between the hours of 7:00 AM and 6:00 PM, including Saturdays, with no activities taking place at any time on Sundays or federal holidays. Per the EIR prepared for the City of Redlands General Plan (2019), a substantial temporary increase in ambient noise levels from construction noise would be considered less than significant if construction activities comply with the City's Noise Control Ordinance in the Municipal Code, Section 8.06.090. Project construction will not occur outside of the hours outlined as "exempt" in City's Municipal Code Sections 8.06.120 (G) and 8.06.090; and therefore, will not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

In addition to adherence to the City of Redlands Municipal Code which limits the construction hours of operation, the following best management practices will be implemented to further reduce construction noise emanating from the Proposed Project:

Construction Noise - Best Management Practices

1. All construction equipment whether fixed or mobile, will be equipped with properly operating and maintained mufflers, consistent with manufacturer standards.
2. All stationary construction equipment will be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
3. As applicable, all equipment shall be shut off when not in use.
4. Equipment staging in areas shall be located to create the greatest distance between construction-related noise/vibration sources and existing sensitive receptors.
5. Jackhammers, pneumatic equipment, and all other portable stationary noise sources will be directed away and shielded from existing residences in the vicinity of the project site. Either one-inch plywood or sound blankets can be utilized for this purpose. They should reach up from the ground and block the line of sight between

equipment and existing residences. The shielding should be without holes and cracks.

6. No amplified music and/or voice will be allowed on the project site.
7. Haul truck deliveries will not occur outside of the hours presented as exempt for construction per City's Municipal Code Sections 8.06.120 (G) and 8.06090.

Off-Site Construction Noise

In addition to on-site construction noise sources, delivery, concrete mixer, and haul trucks, as well as construction worker vehicles, would generate off-site noise. The primary noise sources associated with off-site construction traffic would be delivery trucks. Construction would not involve any external haul truck trips as grading is not anticipated to require soil export. Trucks traveling to and from the Project site would be required to travel along a haul route approved by the City. There would be no noise-sensitive receptors along these routes. Therefore, off-site construction traffic generated by the Project along haul routes would not be considered significant. Further, any change in noise level would not be readily noticeable and would be less than significant. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Operations

The Proposed Project includes 27 loading dock stations on the eastern portion of the building. The reference loading dock activities are intended to describe the typical operational noise source levels associated with the Proposed Project. This includes truck idling, backup alarms, unloading/loading and background forklift operations. Although loading activities typically occur during daytime hours, this analysis conservatively assumes activities occur throughout the entire 24-hour period.

As shown in Table 12 of Appendix F, noise levels at the identified noise sensitive receptors would not exceed both the daytime and nighttime noise level standards due to distances from the receptor to the noise source and noise reduction from existing intervening structures. As such, noise levels from use of the loading dock would not be considered significant. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Operational Roadway Noise

Table 13 of Appendix F illustrates the change in noise levels from traffic volumes and from traffic generated by the Project. The difference in traffic noise between existing conditions and existing plus Project conditions represents the increase in noise attributable to Project-related traffic. As shown in Table 13 of Appendix F, the maximum noise level increases along the analyzed roadways would range from a low of 0.0 dBA CNEL at Alabama Street south of Park Avenue to a high of 3.3 dBA CNEL along Driveway 1 west of Iowa Street. Consequently, Project-related traffic would not cause noise levels along the analyzed roadways to create a perceptible increase of 5 dBA or greater where noise levels are less than 60 dBA; a barely perceptible increase of 3 dBA or greater where noise levels range

from 60 to 65 dBA; and a community noise level impact increase of 1.5 dBA or greater where noise levels already exceed 65 dBA. Thus, the Proposed Project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the Project Site in excess of the City's Noise Element and Noise Ordinance. Vehicular-related noise impacts would not be considered significant. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b) **Less than Significant.** The Caltrans Transportation and Construction Vibration Guidance Manual (2020) provides a comprehensive discussion regarding groundborne vibration and the appropriate thresholds to use to assess the potential for damage. The threshold at which there is a risk of "architectural" damage to historic structures is a peak particle velocity (PPV) of 0.25 in/sec, and a PPV of 0.3 in/sec at older residential structures. There is a risk of architectural damage at newer residential structures and modern commercial/industrial buildings at a PPV of 0.5 in/sec. In addition, vibration becomes strongly perceptible to people in buildings at a PPV of 0.1; however, the City of Redlands has prohibited the operation of any device that creates a vibration, which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property; or at 150 feet from the source if on a public space or public right-of-way. The City of Redlands Municipal Code, Section 8.06.020, defines the vibration perception threshold as 0.01 inches per second (in/sec) RMS.

The closest existing off-site structure is the residential dwelling unit located approximately 66 feet to the east of the project's eastern property line. Groundborne vibration associated with project construction may reach up to a PPV of 0.049 in/sec at the nearest residential structure to the east of the Project Site and will not exceed the 0.3 PPV (in./sec.) damage potential threshold for residential structures.

To assess the impact in terms of the City's vibration perception, the threshold of 0.01 inches per second (in/sec) RMS was converted to a PPV (0.014 in/sec). Therefore, if a vibratory roller is used within 150 feet of an existing structure or if a large bulldozer is used within 85 feet of an existing structure, there will be some potential for vibration-related annoyance.

As concluded in the Noise Impact Analysis, vibration related annoyance could occur at the residential structures to the west, south and east of the Project Site. However, perceptibility of construction vibration would be temporary and would only occur while vibratory equipment is utilized within 150 feet of the existing structures. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

c) **Less Than Significant.** The nearest airport to the Project Site is the Redlands Municipal Airport, which is located approximately 0.4 miles north of the Project Site. The Redlands Municipal Airport noise contours provided in the Redlands Municipal Airport Land Use Compatibly Plan (revised May 6, 2003) shows that the Project Site is outside the 60 dBA CNEL noise contour for the airport. The Project Site is located in Airport Compatibility Zone D, which, as per Table 2A of the Redlands Municipal Airport Land Use Compatibly Plan, has no limit on the densities allowed for residential uses. Therefore, the Proposed

Project would not expose people residing or working in the area to excessive noise levels. No significant impacts are identified or anticipated, and no mitigation measures are required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) **Less Than Significant.** Between 2016 and 2045, Southern California Association of Governments (SCAG) projects that the number of households in Redlands will grow from 24,400 to 30,800 (a 26% increase).[15] As of 2020, Redlands' population was estimated to be 73,168. By 2045, SCAG projects that Redlands' population will grow to 80,800. The Proposed Project is a warehouse and based on the building size and layout, it is anticipated that the operation would employ approximately 120 total employees, including office personnel.

The Proposed Project may create jobs both during construction and operation and therefore, may indirectly contribute to population growth within the City. However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the City and that the Proposed Project would not attract a significant number of new residents to the City. Construction of the Proposed Project would not be expected to attract a substantial number of new employees to the area since there is an existing pool of construction labor in Redlands and surrounding cities. In 2019, the City was estimated to have 1,662 construction laborers and San Bernardino County was estimated to have 68,852 construction laborers.[16] Construction activities would be temporary and would not attract new employees to the area.

The Proposed Project would require an estimated 120 employees. Employment in the City is anticipated to increase by approximately 15,521 jobs between 2016 and 2035.[17] The Proposed Project would represent approximately 0.08% of the City's projected

[15] Michael Baker International. 2021-2029 Housing Element - Revised Public Revised Draft. December 2021.
[16] U.S. Census Bureau. 2019: ACS 5-Year Estimates Data Profiles.
[17] Dyett and Bhatia. City of Redlands General Plan Update and Climate Action Plan EIR. July 21, 2017.

employment growth between 2016 and 2035. The creation of jobs and necessary infrastructure to support the land uses identified in the City's General Plan were already addressed and analyzed by the City's adoption of the General Plan. Therefore, potential impacts associated with population growth would be less than significant, and no mitigation would be required. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **No Impact.** The Project Site is currently developed as a contractor's storage yard, and there is no housing on-site. Implementation of the Proposed Project would neither displace existing housing nor require construction of replacement housing elsewhere. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☒	☐

a)

Fire Protection

Less than Significant. Fire protection at the Project Site would be provided by the City of Redlands Fire Department (emergency operations, fire prevention services, and emergency medical services). The Redlands Fire Department strives to meet the National Fire Protection Association (NFPA) standards, which recommend that the first arriving unit arrive within four minutes 90 percent of the time. A more lenient goal of arriving eight minutes and 30 seconds 90 percent of the time, per the June 25, 2020 Fire Department Assessment and Deployment Study for the Redlands Fire Department, is a more realistic

objective given the analysis within the study. Redlands Fire Station 264, located at 1270 W Park Ave, is approximately 0.5 mile east of the Project Site, which is close enough to meet expected response times.

Development of the Proposed Project consists of a warehouse. The remaining Project Site would be paved parking and landscaping. The facility may increase the number of fire or emergency services calls. However, considering the proposed use, concrete building type and existing firefighting resources available at the Redlands Fire Station located 0.5 mile from the Project Site, adverse impacts on the Redlands Fire Department (RFD) services are not expected to occur. The increase in fire service demand generated by the Proposed Project would not require the construction of a new fire station or improvements to either RFD stations serving the City of Redlands.

Additionally, the Proposed Project is required to provide a minimum of fire safety and support fire suppression activities, including type and building construction, fire sprinklers, and paved fire access. The City's Fire Department and the Building Division enforce fire safety standards during review of building plans and inspections. The City maintains a joint response/automatic aid agreement with the fire departments in neighboring cities including Colton, Loma Linda, as well as County Fire. Payment of required development fees (including permit and inspection fees) would ensure impacts to fire protection services are reduced. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation are required.

Police Protection

Less than Significant. The City of Redlands Police Department (RPD) provides police protection for the Project Site and vicinity. The service ratio for the City is 1.1 officers per 1,000 residents. Though the City does not have a service ratio standard, the City recognizes that its ratio falls below the national average of 2.1, and that hiring additional officers would be optimal.[18] In 2015, the Department had an average response time of 6.5 minutes for police services. Although there are no industry standards for response time to emergency calls, according to the City of Redlands, a response time of 4.5 minutes is desirable in a city of Redlands' size.

Although the Proposed Project does not involve an increase in residential development, the Proposed Project could generate a typical range of police service calls, such as vehicular burglaries or thefts and disturbances. The Project Site will have perimeter fences/walls and will be secured during closed hours. It is unlikely that that the facility would trigger the need for new or expanded police facilities. Additionally, because the Project Site is already within the Redlands Police Station service area and is used as a contractor's storage yard, the Proposed Project would not require an expansion of City of Redlands police services. Development of the Project Site would not result in the need for new or physically altered police protection facilities. Therefore, potential impacts associated with police protection would be less than significant, and no mitigation would be required.

[18] Dyett and Bhatia. City of Redlands General Plan Update and Climate Action Plan EIR. July 21, 2017.

Additionally, in its review of new development plans, the RPD evaluates project plans on its ability to provide proper police protection to the development. The proponent of the Proposed Project would also be required to pay service and development fees to the RPD. Such fees would be used to fund capital costs associated with acquiring land for new police stations, constructing new police stations, purchasing crime-fighting equipment for new police stations, and providing for additional staff as needed and as identified by the City. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Schools

Less than Significant. The Redlands Unified School District (RUSD) provides public schools in the Planning Area, which includes the Project Site. The following schools within RUSD provide educational services to the project area: Judson & Brown Elementary School, Clement Middle School, and Redlands East Valley High School. As of the 2019-2020 school year, Kingsbury Elementary School has a capacity for an additional 30 students; Clement Middle School has a capacity for an additional 256 students; and Redlands East Valley High School has a capacity for an additional 1,858 students.[19][20]

The Proposed Project may increase the population in the local area and would consequently add students to the local school system. The RUSD has accounted for the generation of its student population through its facilities planning activities based on the City's buildout. Development of the Proposed Project has been included in the buildout of the General Plan; as such, RUSD does not anticipate further growth in its boundary that would exceed planned development associated with the City's buildout. Construction and operation of new school facilities are funded through school impact fees assessed on new developments that occur within the school district. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Parks

Less than Significant. The Redlands Parks Division currently operates 18 parks.[21] The Proposed Project will not directly require the construction or expansion of public recreational facilities as it does not propose new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area.

The Redlands Municipal Code provides for open space and park fees to be imposed as a condition of approval of new residential, commercial, and office and industrial development (Chapter 3.32). The fees are intended to ensure that open space lands and active and passive parks are made available to the public concurrent with the need for such

[19] Full Enrollment of Schools as listed in Table 3.13-3 of Dyett and Bhatia. City of Redlands General Plan Update and Climate Action Plan EIR. July 21, 2017.
[20] 2019-2020 Enrollment as listed in https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=3667843&agglevel=District&year=2019-20
[21] City of Redlands. City-Owned and Operated Parks. https://www.cityofredlands.org/parks

lands and parks caused by new development. They may be used to pay for costs incurred by the City for acquiring, developing, improving, and expanding open space areas, scenic drives, parks, playgrounds, and recreational facilities to meet the increased needs for those facilities resulting from the effects of new development. Collection of developer impact fees would ensure no significant impacts to parks would occur. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Other Public Facilities

Less than Significant. Development impact fees are charged by local governments to defray all or a portion of the cost of public facilities related to development projects. The requirements for enactment of a development impact fee program are set forth in Government Code Sections 66000-66025 (the "Mitigation Fee Act"). In Redlands, development impact fees are collected at the time a building permit is issued for the purpose of mitigating the impacts caused by new development on the City's infrastructure. Fees are used to finance the acquisition, construction, and improvement of public facilities needed as a result of a new development. A separate funding structure has been established to account for the impact of new development on each of the following types of public facilities: Open Space, Parks, Public Facilities (including public safety, library and general government facilities), Transportation, Water, Solid Waste, and Sewer. Collection of developer impact fees would ensure no significant impacts to other public facilities would occur. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

XVI. RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) **Less than Significant.** The Redlands Parks Division currently operates 18 parks.[22] The Proposed Project will not directly require the construction or expansion of public recreational facilities as it does not propose new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area.

[22] City of Redlands. City-Owned and Operated Parks. https://www.cityofredlands.org/parks

The Redlands Municipal Code provides for open space and park fees to be imposed as a condition of approval of new residential, commercial, and office and industrial development (Chapter 3.32). The fees are intended to ensure that open space lands and active and passive parks are made available to the public concurrent with the need for such lands and parks caused by new development. They may be used to pay for costs incurred by the City for acquiring, developing, improving, and expanding open space areas, scenic drives, parks, playgrounds, and recreational facilities to meet the increased needs for those facilities resulting from the effects of new development. Collection of developer impact fees would ensure no significant impacts to parks would occur. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **No Impact.** There are no recreational facilities that are required to be constructed as part of the Project, and none are proposed. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒

A Traffic Analysis and a Vehicle Miles Traveled Screening Assessment were prepared to determine the potential impacts from transportation associated with the development of the Proposed Project. Findings of the analyses are summarized below (see Appendix G-1 - LBA Redlands Traffic Analysis, Urban Crossroads, May 13, 2022 and Appendix G-2 - LBA Redlands Warehouse Vehicle Miles Traveled Screening Evaluation, Urban Crossroads, January 21, 2022).

a) **Less Than Significant.** The Project Site is located on Iowa Avenue, an existing street that has curb, gutter and sidewalk constructed on the Project's west side. Orange Blossom Trail is an existing City bikeway adjacent to the south of the Project Site. No road improvements or modifications to the bikeway are planned or required as part of the Proposed Project.

The "Connected City" theme of the City General Plan promotes an efficient and integrated circulation system by enhancing the vehicular, biking, walking, and transit networks. The following lists the applicable Connected City proposed actions:

b) **Less than Significant**. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the Proposed Project's Vehicle Miles Traveled (VMT), and automobile delay (LOS) will no longer be considered to be an environmental impact under CEQA. A trip generation evaluation and VMT screening analysis consistent with the City's guidelines was prepared for the Proposed Project (refer to Appendix G-2). Based on the City of Redlands CEQA Assessment VMT Analysis Guidelines, land use projects that meet certain screening thresholds based on Transit Priority Zone proximity, location with a Low VMT Area, or a Project Type are presumed to result in a less than significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment.

The analysis in Appendix G-2 identified that the Proposed Project did not meet the screening criteria under Transit Priority Zone proximity and is not within a Low VMT area.

For the Project Type analysis, the City VMT Guidelines identifies projects that are consistent with the current Sustainable Communities Strategy (SCS) or general plan, and that generate less than 3,000 metric tons of CO2e per year can be presumed to have a less than significant impact on VMT, subject to discretionary approval by the City. Based on substantial evidence provided in the City Guidelines, Warehousing uses consisting of less than 463,000 square-feet is presumed to have a less than significant impact on VMT. The Proposed Project as intended consists of a 181,100 square-feet warehouse building and would not exceed the thresholds outlined in the City Guidelines. Additionally, the Project's intended land use is consistent with the City of Redlands' General Plan underlying land use assumptions for Commercial/Industrial (Appendix G-2). Therefore, the Proposed Project meets the Screening Criteria for Project Type, thus allowing for a determination of a less than significant impact on VMT. A detailed, project-specific VMT assessment is not required. No significant impacts are identified or anticipated, and no mitigation measures are required.

c) **Less than Significant.** The Project is to develop a 181,100 SF warehouse within 9.44 gross acres of vacant lands on the east side of Iowa Street, north of Orange Blossom Trail. The Project Site is not adjacent to windy roads or dangerous intersections. The Project design does not include a geometric design or incompatible uses that would substantially increase hazards. The Proposed Project would be compatible with the surrounding light industrial uses. The design of the proposed driveway must provide adequate sight distance and traffic control measures. The Site Plan is subject to approval by the City of Redlands Fire Department. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

d) **No Impact.** Access to the Project Site would be provided by two driveways off of Iowa Street. During construction, the contractor would be required to maintain adequate

emergency access for emergency vehicles. Project operations would not interfere with an adopted emergency response or evacuation plan. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

XVIII. TRIBAL CULTURAL RESOURCES

		Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is?				
	i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or?	☐	☐	☒	☐
	ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

a)

i) Less Than Significant With Mitigation. According to PRC Chapter 2.5, Section 21074, Tribal Cultural Resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1.

No tribal cultural resources are listed on or have been identified as eligible for listing on the California Register of Historic Places within or near the Project Site, according to the cultural resources assessment (refer to Appendix B), and no known potential impacts to Tribal Cultural Resources would occur. No information or evidence has been provided to the City from the notified tribal governments (listed below in section ii) of any known or likely tribal cultural resources present on or in the vicinity of the project site. However, the City has agreed to implement mitigation measures TCR-1 and TCR-2 (listed in section ii

below) in the event of any inadvertent discovery of tribal cultural resources during ground-disturbing activities on the project site.

ii) **Less Than Significant with Mitigation.** California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

On March 17, 2022, the City of Redlands notified the following tribal entity representatives of the Proposed Project and that the 30-day timeframe in which to request consultation would end April 18, 2022, in accordance with AB52:

- Andrew Salas, Chairman, Gabrieleno Band of Mission Indians - Kizh Nation. No response received.
- Ann Brierty, Morongo Band of Mission Indians. Response received after 30 days.
- Jessica Mauck, Director of Cultural Resources, San Manuel Band of Mission Indians. Response received requesting mitigation measures. Consultation concluded.
- Mr. Joseph Ontiveros, Director of Cultural Resources, Soboba Band of Luiseño Indians. No response was received.
- Thomas Tortez, Chairman, Torres-Martinez Desert Cahuilla Indians. No response received.

During AB52 consultation, the SMBMI identified that the Proposed Project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the SMBMI's present state of knowledge, SMBMI did not have any concerns with the project's implementation, as planned. No information or evidence has been provided to the City from the notified tribal governments of any known or likely tribal cultural resources present on or in the vicinity of the project site. However, the City has agreed to implement mitigation measures TCR-1 and TCR-2 in the event of any inadvertent discovery of tribal cultural resources during ground-disturbing activities on the project site.

The following mitigation measures will be included as Conditions of Approval for the project and reduce potential impacts to a less than significant level:

TCR-1: The Consulting Tribe(s) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be

deemed significant, as defined by CEQA (as amended, 2015), a tribal cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the Consulting Tribe(s), and all subsequent finds shall be subject to this Plan. This Plan shall allow for a tribal monitor(s) to be present that represents the Consulting Tribe(s) for the remainder of the project, should the Consulting Tribe(s) elect to place a monitor on-site to observe ground-disturbing activities from a safe location.

TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to the Consulting Tribe(s). The Lead Agency and/or applicant shall, in good faith, coordinate with the Consulting Tribe(s) throughout the life of the project.

With implementation of Mitigation Measures TCR-1 to TCR-2 identified above, potential impacts to tribal cultural resources.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) **Less Than Significant.** The Project Site is located within the City of Redlands water and sewer service area. The Proposed Project would connect to an existing, adjacent water main in Iowa Avenue via a 2-inch service lateral. The environmental impacts from the construction of the water lateral are anticipated to be negligible.

The Proposed Project would be served by the City of Redlands for sewer service. The project would connect to the existing adjacent 8-inch sewer main in Iowa Avenue via a 6-inch lateral. The environmental impacts from the construction of the sewer lateral are anticipated to be negligible.

The Proposed Project would be serviced by Southern California Edison (SCE), which provides electrical service to the general area and Southern California Gas (SoCal) would provide natural gas for the Proposed Project. There are existing electrical and natural gas distribution underground conduits along Iowa Street that the Proposed Project would connect to as the Project area is fully developed with similar uses.

The Proposed Project would be serviced by Verizon for landline requirements and Time Warner Cable for cable. The Proposed Project is not anticipated to require the expansion or construction of new communications systems facilities.

The Proposed Project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b) **Less than Significant.** The Project Site is located within the City of Redlands water service area. The City's water supply comprises surface water from the Santa Ana River (SAR) and Mill Creek, groundwater extracted from the Bunker Hill Basin and Yucaipa Basin, and imported water when needed.[23] The Urban Water Management Plan (UWMP) for City of Redlands is based on projected growth included in General Plan.

Per UWMP requirements, Redlands has evaluated reliability for an average year, single dry year, and a 5 consecutive dry year period. The City's demands in single dry years are assumed to increase by 10% above normal year demands. The local groundwater basins Redlands produces water from have storage for use in dry years. Redlands' supplies are

[23] Water Systems Consulting, Inc. and Woodard & Curran. 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan.

100% reliable during normal and single dry years.[24] Moreover, Redlands can produce the volume of water needed to meet 100% of projected demands in multiple dry years.[25]

The Proposed Project is consistent with the land use and population projections included in the General Plan. Therefore, the Proposed Project's water demand is already anticipated from buildout of the General Plan Planning Area. Since the City has sufficient water supplies to meet current and future development consistent with its General Plan as projected through the year 2035, additional water storage and treatment facilities are not anticipated to be required through build out of the General Plan in 2035. No significant impacts are identified or anticipated, and no mitigation measures are required.

c) **Less Than Significant**. Sewer service in the General Plan Planning Area is provided by the City of Redlands. The Redlands Wastewater Treatment Plant (WWTP) has a secondary treatment capacity of 9.5 million gallons per day (mgd).[26] Approximately 6 million gallons of that capacity is in a membrane bioreactor system, the remaining 3.5 million gallons is in a conventional activated sludge process. The Proposed Project is anticipated to generate negligible wastewater per day due to the low number of office employees anticipated (seven based on 4,000 SF mezzanine level office and one employee per 600 SF). The wastewater generated would not exceed the WWTP's daily capacity. The Proposed Project would generate wastewater that can be discharged to a municipal system with sufficient capacity.

The WWTP meets all current regional, State, and federal requirements for secondary treatment. The City regularly samples the WWTP's influent and effluent to ensure compliance with State regulations. Current regulations require compliance with water quality standards and these measures would preclude development lacking adequate utility capacity, including wastewater treatment capacity. The Proposed Project would be reviewed by the City to determine that sufficient sewer capacity exists to serve the additional population that would be generated by the Proposed Project. The City would continue to ensure that new development would not exceed the capacity of wastewater conveyance and treatment facilities, and that new development would pay development fees to increase capacity of those facilities. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) **Less than Significant.** Solid waste from Redlands is primarily disposed of at the California Street Landfill operated by the City and the San Timoteo Sanitary Landfill operated by the County, both within the city limits. The California Street Landfill is located at 2151 Nevada Street and encompasses 115 acres. Its design capacity is 11.4 million cubic yards, and its maximum permitted capacity is 10 million cubic yards. It has a maximum permitted throughput of 829 tons per day. As of July 25, 2018, it has a remaining capacity of 5,168,162 cubic yards.[27] The San Timoteo Sanitary Landfill is located on San Timoteo

[24] Water Systems Consulting, Inc. and Woodard & Curran. 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan.
[25] Water Systems Consulting, Inc. and Woodard & Curran. 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan.
[26] Dyett and Bhatia. City of Redlands General Plan Update and Climate Action Plan EIR. July 21, 2017.
[27] CalRecycle. Solid Waste Information System database.

Canyon Road and is 366 acres in size. It has a permitted capacity of 20,400,000 cubic yards and a maximum permitted daily throughput of 2,000 tons. As of April 30, 2019, the remaining capacity was 12,360,396 cubic yards.[28] The Proposed Project includes development of a 181,100 SF warehouse that is anticipated to employ approximately 120. According to CalRecycle's estimated average solid waste generation rates for commercial uses of 10.53 pounds per employee per day, Proposed Project would generate approximately 1,263 pounds of solid waste per day, or approximately 0.63 ton per day,[29] Therefore, the Proposed Project solid waste generation contribution to these landfills would be nominal and would not exceed the daily permitted capacities of these facilities. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

e) **Less than Significant.** The Proposed Project would be required to comply with City of Redlands Municipal Chapter 13.66 (Recycling Requirements for Specified Developmental Activity). Chapter 13.66 establishes requirements for recycling by specified development activities to facilitate the City's compliance with state recycling mandates, remove architectural barriers to recycling and ensure the recycling of construction and demolition. Future residents would be required to coordinate with a waste hauler to collect solid waste on a common schedule as established in applicable local, regional, and State programs. The Proposed Project shall adhere the California Integrated Waste Management Act of 1989 (AB 939), AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), and any other applicable local, State, and federal solid waste management regulations. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that	☐	☐	☐	☒

[28] CalRecycle. Solid Waste Information System database.
[29] CalRecycle. Estimated Solid Waste Generation Rates. Accessed October 4, 2022.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
may result in temporary ongoing impacts to the environment?				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) **No Impact.** The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles. Project operations would not interfere with an adopted emergency response or evacuation plan. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

b) **No Impact.** The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The property is located in an area that is fully developed within the central portion of the City, and is not located adjacent to or near wildlands. Development of the Proposed Project shall comply with the California Fire Code. Therefore, the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

c) **No Impact.** The Proposed Project would include the installation of water and sewer laterals from adjacent mains; no off-site impacts would occur. Therefore, no impacts associated with the Proposed Project's infrastructure needs are identified or anticipated, and no mitigation measures are required.

d) **No Impact.** The Project Site is neither located within a 100-year floodplain nor a 500-year floodplain.[30] Furthermore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The Project Site is not located adjacent to or near wildlands. Therefore, the Proposed Project would not expose persons or structures to post-fire slope instability or post-fire drainage. No significant impacts are identified or are anticipated, and no mitigation measures are required.

[30] Dyett and Bhatia. City of Redlands General Plan Update and Climate Action Plan EIR. July 21, 2017. Figure 3.9-2 "Flood Hazards."

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

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

a) **Less than Significant with Mitigation**. The Project would be constructed on an existing site that is fully graded and currently used as a contractor's storage yard. There is no vegetation or habitat on the Project Site. Therefore, the Project Site does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. No impacts are identified or anticipated, and no mitigation measures are required.

The Cultural Resources Study prepared for the Project (Appendix B) concluded that there were no historical or archaeological resources within the Project Site. However, to accommodate unanticipated resources, mitigation measures were identified to reduce potential impacts to less than significant. With implementation of Mitigation Measures CR-1 to CR-3 identified in Section V of this Initial Study, the Proposed Project would not eliminate important examples of the major periods of California history or prehistory.

b) **Less than Significant.** Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable

future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

Air Quality

Development of the Proposed Project will be conditioned to comply with current SCAQMD rules and regulations to minimize impacts to air quality as discussed. Approval of the project does not require a zone change nor a general plan amendment and is consistent with the City General Plan. Therefore, cumulative impacts are anticipated to be less than significant.

Greenhouse Gas

Greenhouse gas (GHG) emissions are cumulative in nature, in that, no one single project can measurably contribute to climate change and its affects (global average change in temperature, rising sea levels etc.). The direct or indirect GHG impacts are therefore not evaluated on a local level, but whether or not the GHG emissions resulting from the project are cumulative; that is, they add considerably to an increase in GHGs as compared to the existing environmental setting based on: 1) an established significance threshold(s); or 2) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

The project's total net operational GHG emissions do not exceed the CAP threshold of 6 MT CO2e per capita per year. Therefore, the Proposed Project is consistent with the CAP. The Proposed Project's incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.

Although cumulative impacts are always possible, the Proposed Project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable. Therefore, with the incorporation of mitigation identified in this document, the Proposed Project would result in individually limited, but not cumulatively considerable, impacts.

b) **Less than Significant**. The development of the Proposed Project would not cause adverse impacts on humans, either directly or indirectly. Based on the geotechnical analysis, the most significant geotechnical issues with respect to the project are those related to the potential for strong seismic shaking, and the presence of potentially compressible soil. Good planning and design of the project can limit the impact of these constraints. With

adherence to the City of Redlands Development Code, the Proposed Project is not anticipated to result in a safety hazard for people residing or working at the Project Site.

SECTION 4
REFERENCES

Black & Veatch Wastewater Collection System Master Plan. Prepared for the East Valley Water District. Land Use Sewer Generation Study Results. October 18, 2013

CalRecycle. Estimated Solid Waste Generation Rates. Accessed October 4, 2022.

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Water Systems Consulting, Inc. and Woodard & Curran. 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan.

Project-Specific References

Appendix A – *Air Quality, Greenhouse Gas, and Health Risk Assessment Technical Study for the LBA Redlands Warehouse Building Project*, Meridian Consultants, May 2022

Appendix B – *Cultural Resources Study for the 350 Iowa Street Project*, Brian F Smith and Associates, Inc, July 25, 2022

Appendix C – *Geotechnical Investigation Proposed Warehouse Building, 350 Iowa Street, Redlands, California*, Geotechnical Professionals, Inc., June 29, 2021

Appendix D – *Phase I Environmental Site Assessment Report*, Partner, June 28, 2021

Appendix E-1 – *Preliminary Hydrology Study for LBA Warehouse Redlands*, DRC Engineering, Inc, October 4, 2021.

Appendix E-2 - *Preliminary Water Quality Management Plan for LBA Warehouse Redlands*, DRC Engineering, Inc, October 5, 2021

Appendix F – *Noise Analysis Technical Report for the LBA Redlands Warehouse Building Project*, Meridian Consultants, May 2022

Appendix G-1 - *LBA Redlands Traffic Analysis*, Urban Crossroads, May 13, 2022

Appendix G-2 - *LBA Redlands Warehouse Vehicle Miles Traveled Screening Evaluation*, Urban Crossroads, January 21, 2022